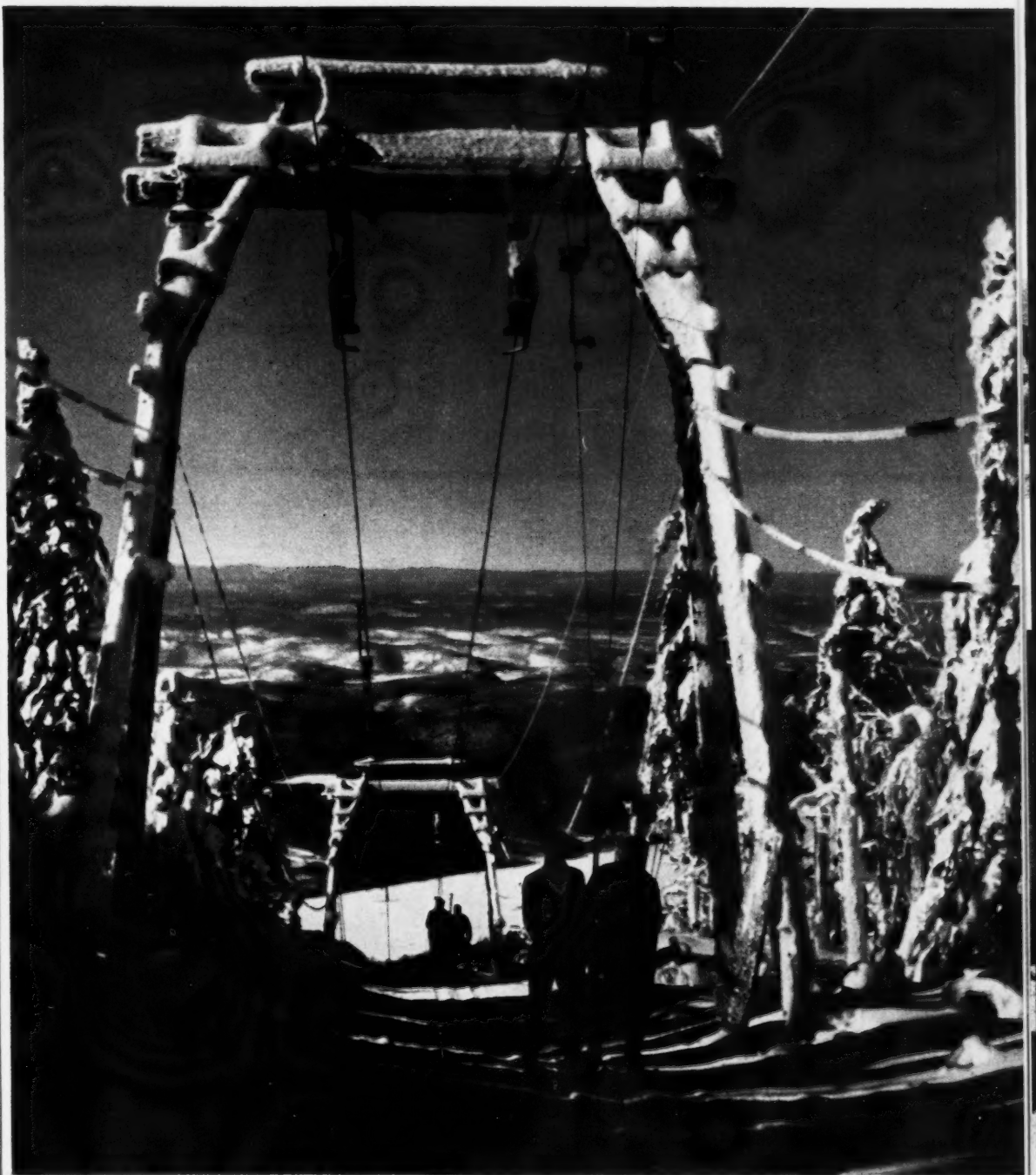


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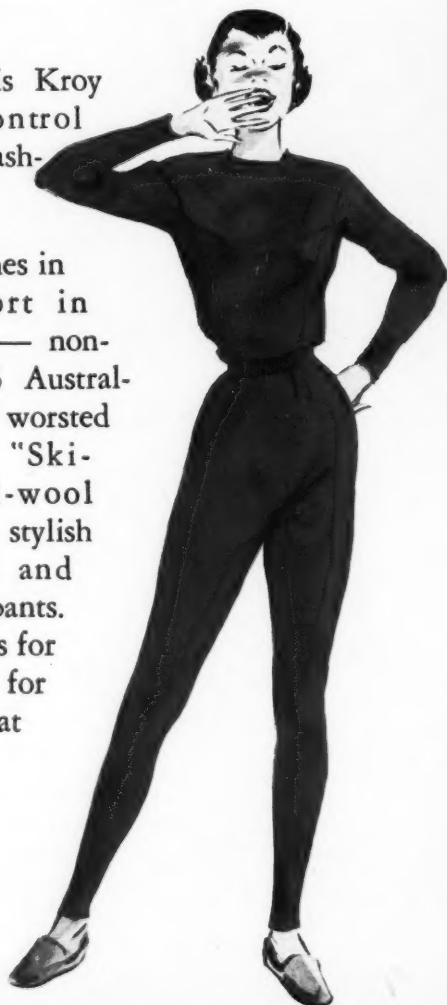
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COVER PHOTO

Jan Brunner's Ektachrome depicts the original T-bar at Mont Tremblant on one of those enchanted winter days when sunlight sparkles on hoary trees and new-fallen snow. This season, Tremblant's new T-bar on the north side of the mountain completes the modern lift system at the famed Laurentian resort (see page 86).

PHOTO CREDITS

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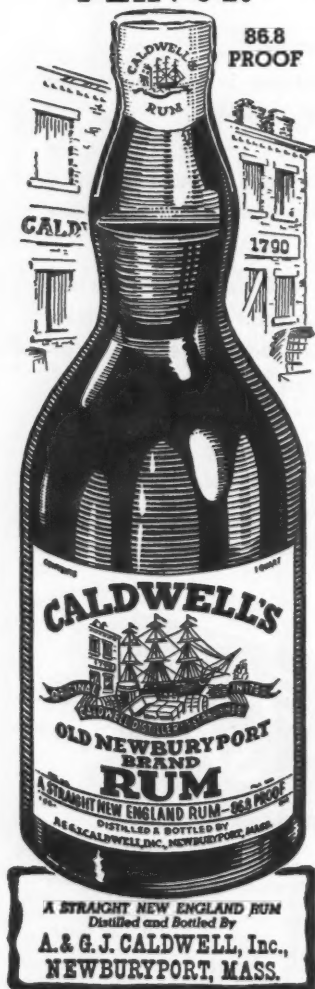
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EDITORIAL *by* BILL ELDRED

THE CHOICE of Squaw Valley, Calif., as the site of the 1960 Winter Olympic Games was surrounded with considerable controversy, which was reported with relish in the October issue of SKI. It must be borne in mind, however, that the choice of any site which had not previously been the scene of major international competitions was bound to be controversial and was bound to be criticized by the losers. In the case of Squaw, the controversy has been highly entertaining and has not been taken seriously by American skiers until recently. Now Avery Brundage, president of the International Olympic Committee, has expressed doubt that Squaw can provide all necessary facilities in time for the games.

Let us hope that Brundage's statements were intended solely to quiet European fears of favoritism, since they have no basis in fact. Squaw's construction schedule (excepting highway improvement, which will continue until 1960) calls for completion of all facilities by December 1, 1957—two full years before the games. "If we were really pressed," declares Alec Cushing, president of Squaw Valley, "we could finish in one year."

Considerable funds will probably be needed in addition to the \$1 million already voted by the California legislature. We may be sure the State of California will not stint in providing the best of everything. "In the past three decades," Cushing points out, "California has had two world's fairs, as well as the Summer Olympic Games. Spectacles of this magnitude are second nature to Californians. It is the kind of thing they like and know how to put on."

In the face of ill-founded criticism, we urge SKI readers actively to support Squaw Valley and the retention of the 1960 Winter Olympic Games in the United States.

LARGELY UNKNOWN to the skiing public is the work of the various regional winter sports associations. Their function is to provide the skiing public with greater safety, greater efficiency and more fun at ski areas. One such association, the New England Winter Sports Council, met recently in Hanover, N. H., home of SKI magazine. The average skier would be amazed at the time and effort which is expended on his behalf. Ski area operators get together to exchange ideas on how better to serve skiers; how to keep them accurately informed on snow conditions; how to protect them from unscrupulous promoters; and how to provide the maximum of safety. Much useful, albeit unheralded, work is done.

One of the many highlights of this meeting was the posthumous award of the American Ski Trophy to Hannes Schneider. This trophy, which is awarded annually by the G. H. Bass Company, was presented to Hannes' son, Herbert.

Following the business meetings, SKI gave a reception. It was a happy occasion, climaxed by the drawing for door prizes. First prize, a bottle of Caldwell's New England rum, was won by Newt Avery, assistant manager of the tramway at Franconia, N. H.

And on the subject of rum and parties, we wish all our reader a very happy, white Christmas.



Newt Avery receives SKI door prize from Mrs. Ted Dunham, publisher Bill Eldred

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SKI, DECEMBER, 1955

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Resort's full address

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LETTERS

Rescue toboggan

Sirs:

May I congratulate you on the fine article in *SKI* by Al Krieg on Heavy-Duty Toboggans? We now have eleven rescue toboggans of the same type, and we are ordering four more.

I am a professional climber and have worked in the Alps and in the Andes of South America. For the past three years, I have been patrol leader at Squaw Valley. I consider the rescue toboggan, as portrayed in your magazine, the best ever invented. By myself, I have taken this toboggan empty over fifty-five-degree slopes. I also have been able to do about forty-five miles per hour going to a rescue. (Naturally, once the casualty is in the basket, one has to take it slow.) As to the weight which can be shipped on these toboggans, I have taken 650-pound loads over mile-long runs, and the toboggan has handled with ease.

Keep up this excellent work in getting the right equipment for the patrols. As skiing becomes more and more popular, the need for top patrol work becomes of greatest importance.

ERNEST S. SCHICKLER
Squaw Valley, Calif.

Sirs:

Thank you for giving two pages of your magazine to patrol information in the article "Heavy-Duty Toboggan." This is a service to patrols and ski areas which is sorely needed and is very much appreciated.

The only problem in connection with this toboggan (encountered by several areas planning these conversions) is where to get the Stokes (basket) litters without paying something like \$40.00 each for them. Would appreciate your publishing this appeal to any reader connected with a medical equipment manufacturing concern that might be willing to offer Stokes litters to the National Ski Patrol System, or areas clearing through it for these litters, at a price more nearly reachable with meager patrol funds.

T. A. LUDWIG, Chairman
Safety Committee
Metropolitan Region, NSPS
New York City, N. Y.

Squaw Valley story

Sirs:

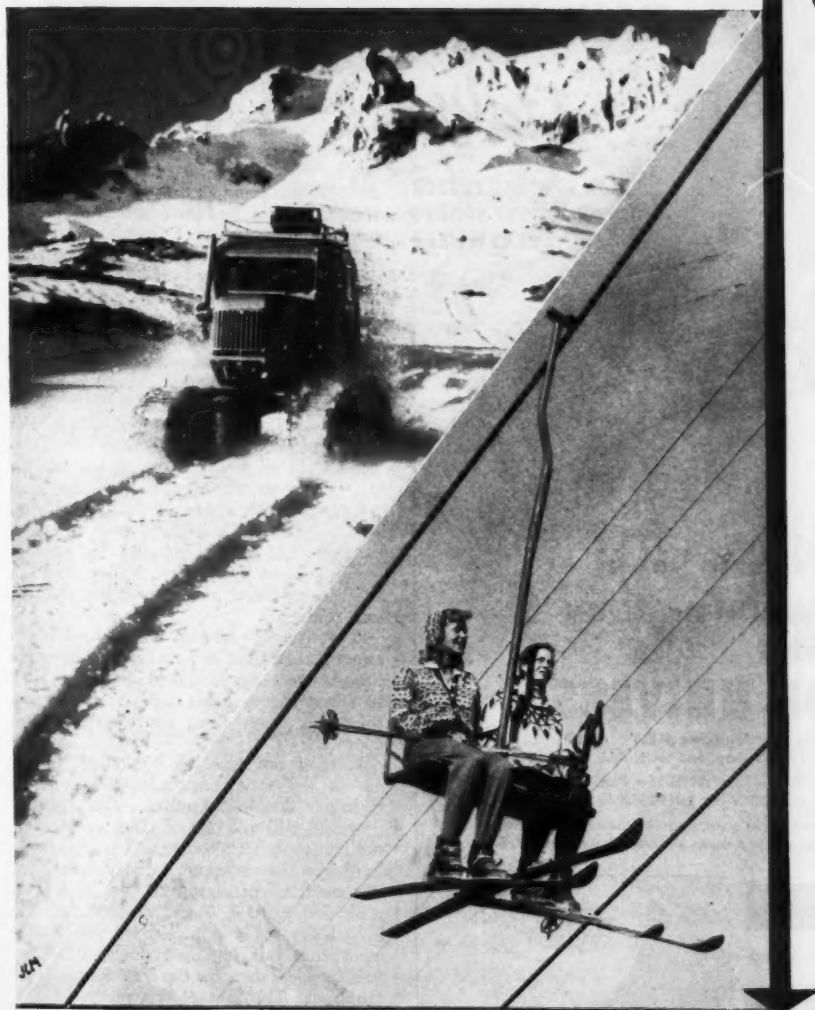
I feel I must comment on your article, "Squaw Gets 1960 Olympics," in the October issue. Not only is the whole tone of the article misleading, but it contains several glaring errors of fact.

1. I do have able, moneyed and influential friends, as stated by you, but these friends had nothing whatsoever to do with Squaw Valley's being chosen by the International Olympic Committee for the 1960 games.

2. The reason for the selection of Squaw Valley as the United States' choice for the 1960 games over Sun Valley, Aspen, Reno, Lake Placid and Anchorage hardly remains a mystery—certainly it is no mystery to the U. S. Olympic Committee, who selected us—not by a margin of one vote, as you state, but by an almost unanimous decision. Without going into the reasons for their decision, the wisdom of their selection

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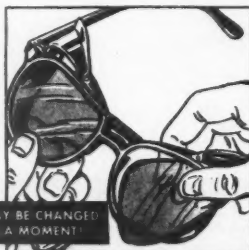
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LETTERS

was borne out by Squaw Valley being ultimately selected by the International Olympic Committee in the face of strong and determined European opposition.

3. It is not true that the Squaw Valley brochure and exhibits were the most elaborate in the history of the IOC press agency. Simplicity was the keynote. Our materials were the least pretentious of anybody's. On the other hand, Chancellor Otto Mayer of the IOC was kind enough to state that the speech made by Mr. Haseltine and myself before the full membership of the International Olympic Committee was more effective than that of any speaker on behalf of any other candidate for the games, either winter or summer within recent memory.

4. At no time was George Weller on the "Olympic or bust" payroll, as you state. I doubt if he can be hired at any price. There was no payroll at all. Mr. Weller volunteered his services for free, as did Mr. Haseltine and myself. Neither Mr. Haseltine or I had ever attended an international meeting of any kind before.

5. Squaw Valley had strong European support; particularly among the Scandinavians and not just two delegates as you imply. Only the Iron Curtain bloc, which was solidly against the U. S., made the voting close. Even so, we would have won on the first ballot had it not been for the fact that three new delegates were seated on June 17, the day of the voting. For some inexplicable reason, these new delegates were allowed to vote on the site for the winter games even though they had not been in attendance at the meetings up to that point. (These three new delegates did not vote on the site for the summer games.) Even so, Squaw Valley won on the second ballot and not on the third as you state.

6. It might interest your readers to know that of the three Austrians who made derogatory remarks about Squaw Valley two have never been here at all and the third has never been near our downhill courses.

7. It is not true, as you state, that I am in any way concerned with our two Olympic downhill courses. The national downhill will test one of these courses for the first time. (The other will not be ready until next year.) Incidentally, the date for this event is not March 29 and 30, as you state, but April 6, 7 and 8, 1956.

8. I am really appalled by your statement that our Olympic downhill course was turned down by the FIS Congress at Montreux. The fact of the matter is that the FIS Congress found minor imperfections in all four of the candidates for the 1960 winter games, but nothing sufficient to disqualify any of them. In short, the FIS gave its unqualified approval to each candidate—Garmisch, Innsbruck, St. Moritz and Squaw Valley—and, in effect, rated them all equal.

ALEXANDER C. CUSHING
Squaw Valley, Calif.

• So long as hearings and balloting on the choice of Olympic sites are conducted in secret, numerous versions of what goes on at the proceedings are bound to appear. SKI has no reason to doubt the reliability of its sources of information.—Ed.



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*chosen for 1956 by the Austrian Olympic Ski Team

LETTERS

Correction

Sirs:

I wish to call attention to an erroneous statement of fact contained on page 60 of the October, 1955 issue of SKI magazine.

It is therein stated that, with reference to Squaw Valley and the FIS meeting at Montreux, "it (Squaw Valley) was turned down . . ." As a delegate to the FIS meeting at Montreux, I wish to correct this statement, as the FIS found qualified for holding of the Olympic Games all four bidders—Squaw Valley, St. Moritz, Garmisch-Partenkirchen and Innsbruck. The official minutes further state, "After having heard the reports of the technical committees on the technical conditions and arrangements at the various resorts having made a bid for the organization of the Olympic Winter Games 1960, it was decided that the FIS shall not at the forthcoming meeting of the International Olympic Committee express any opinions on one or the other site."

I believe the above cited misstatement deserves correction.

J. STANLEY MULLIN

Los Angeles, Calif.

Beautifully written

Sirs:

The article by Mrs. Kiaer in your twentieth anniversary issue describing the rich and checkered life of Hannes Schneider is a sensitive and beautifully written tribute. I wish every skier, here and abroad, would read it. And all should be grateful to Mrs. Kiaer and SKI for reminding us again of the great person and the great skier that Hannes Schneider was.

PETER E. PRINGHAM

New York City, N.Y.

Sirs:

This is to let you know that I am not out of competition, as was stated in your October issue of SKI. I will be training as soon as snow flies.

My case of polio was very mild and has left no mark.

ROY SHERWOOD

East Canaan, Conn.

• As reported in SKI, November, p. 12.
Good luck, Roy!

Resort recipe

Sirs:

Your eastern readers may be interested in a little recipe I have put together for the making of a really super ski resort in their locale:

To the charming and atmospheric Ryan plant at Tremblant add either Mansfield and Spruce Peak or Cannon with its new Peabody Slopes but place the whole thing within five or ten miles of a main-line railroad out of New York.

Bring the highly efficient and ever-vigilant ski patrol boys from Cranmore Mountain and you'd be smart to bring their ski school, too—which the late Hannes Schneider groomed to perfection. Entrust the management of the area to the loving care of Mt. Snow's Walt Schoenknecht, who can be depended upon to minimize the commercial aspects of skiing which in

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REGION OF NEW HAMPSHIRE



Herbert Schneider—
Peter Besh Photo

• With almost 30,000 feet of uphill transportation, the Eastern Slope Region of N.H. offers skiers superb skiing, variety and real fun. In the region are: **Black Mt. T-Bar** . . . **Thorn Mt. Chairlift** . . . the new **Pomalift** at the **Intervalle Ski Area** . . . fabulous **Tuckerman's Ravine** . . . the unique **Skimobile on Cranmore Mt.** . . . and the brand new **double chairlift** on the East side of **Cranmore Mt.** Whether tyro, intermediate, or expert, you will find the perfect slopes for you in the East Slope Region of New Hampshire.

• Plan to come to the Eastern Slope Region for your ski vacation. There is a wealth of comfortable, friendly ski lodges offering ideal accommodations to fit every pocket book. (For details, see *ESR listings in Where-To-Stay Directory of this issue*)

• Expert instruction by certified ski instructors is available on every slope of the region for skiers of all ages and skill. The Eastern Slope Region, which is also the home of the Hannes Schneider Ski School on Cranmore Mt., and of Arthur Doucette's Jackson Ski School, is truly the perfect place for the whole family to attend ski school. Whether you prefer group or individual instruction, you can be sure of getting the best at very moderate rates.

• And don't forget those after-ski hours. If it is friendly fun you are looking for, as well as superb skiing, the Eastern Slope Region of New Hampshire is the place for you.

For Eastern Slope Region information and your free copy of the "Regionnaire", write: Eastern Slope Region, Inc., North Conway, N. H.

THE EASTERN SLOPE REGION of New Hampshire has fine accommodations, shops, services and recreational facilities.

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It took more than mountains, sun and snow to make Sun Valley America's most-loved fun spot. Add to its nature-endowed assets the world's largest ski school, more chair ski lifts than anywhere else, modern hotels and homelike service, and you have the picture. For the complete story, let us send you our free color folder.

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LETTERS

recent years have been made so conspicuous in certain (you know which) areas. Engage Pabst's maintenance crew from Bromley to keep the trails themselves in good shape.

For the best in American cuisine, add the genius of Charlie Lovett of Franconia. Hire the talented bartenders from the Lodge at Smuggler's Notch and the Tyrolian trio from the Eastern Slopes Inn. Steal the guest list if possible from Stowe's congenial Top Notch. And if managers are needed for this dream lodge, Dick Hood and Don Scholle—speaking of Top Notch—would be ideal; two modest and unobtrusive young men who are usually hard to distinguish from their guests and have a way of making you feel that you belong.

Your advertising manager may now bill all and sundry for these various plugs, not overlooking a nice commission for me!

D. MacC.

Stamford, Conn.

• Mr. MacC. will receive a bill for his subscription.

National forests

Sirs:

We have read with interest your twentieth anniversary issue and want to congratulate you on a splendid magazine. The articles are of interest to those associated with the business as well as the skiing public. Your tabulation of new ski lifts is of special interest to us because it reflects the growth of the sport—particularly on national forest lands. Incidentally we estimate that about five million dollars of private capital have been invested in lifts and related facilities on the national forests in the past few years.

Although the reader would never know it, over half of the new lifts in your tabulation are on national forests. Likewise much of the Squaw Valley area is within the Tahoe National Forest, and we are currently working with the Olympic Organization Committee and the California Commission on preparation for the 1960 Games. Slim Davis—one of our most experienced men in the winter sports field—has been assigned by Regional Forester Connaughton of San Francisco to the job of working with these groups.

The purpose of this letter is to ask if you won't mention the name of the national forest or the Forest Service occasionally when you discuss skiing and ski areas. We note that when an area is within a national part, it is usually so identified in your magazine. With the exception of Aspen, Donner Pass, Badger Pass, and Rainier, practically all areas in the West are on, or largely on, national forest land.

J. M. HERBERT, Assistant Chief,

Division of Recreation and Land Use
Washington, D. C.

REFLECTION

Orthodox Eskimo thinkers hold
That in heaven there's no such thing as cold,

But in hell the snow lies deep all year—
Sinful skiers, be of good cheer!

—BILL BREYFOGLE

SKI, DECEMBER, 1955

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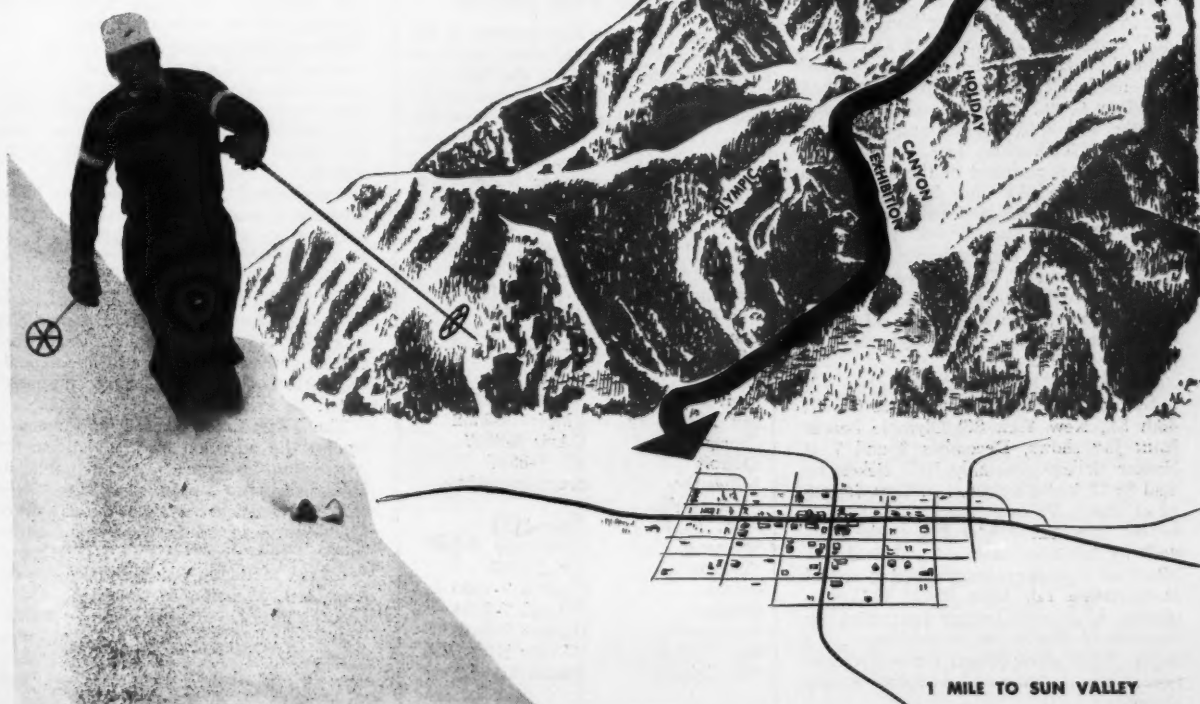
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 Complete Ski Outfitters
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1 MILE TO SUN VALLEY

Newsletter...

Olympics: U.S. alpine teams fly Pan Am from New York to Milan via London on the first of this month, arrive Cervinia on the second. Austrians, Germans, French and Italians will all be training there on the long, lift-served downhill courses. Itinerary will depend upon snow conditions at various possible practice areas in Europe, but will almost certainly take in Lauberhorn and Hahnenkamm international races in January. All U.S. teams due at Cortina January 20. . . . Easterners including BROOKS DODGE, PENNY PITOU and BETSY SNITE trained recently with men's alpine coach BOBO SHEEHAN at Pinkham Notch, N.H. and Middlebury, Vt. . . . Coach ALLISON MERRILL and nordic hopefuls at Walla Walla, Wash. this month for training and tryouts. . . . Olympic torch to be lit in Rome, flown to Venice and relayed to Cortina by skiers. . . . New twist: French team herded into schoolroom at Chamonix, given tests to determine psychological fitness for competition.

New lifts in Europe: Short tramways to summits of Valluga, St. Anton, and Weissfluh, Davos. Big new T-bar at St. Christoph am Arlberg. New in-tandem gondola lift and aerial tram on the Kitzbüheler Horn. Numerous smaller installations bring grand total in the Austrian Tyrol alone to nineteen tramways and ninety lifts—including twenty-nine chair lifts and fifty-five T-bars.

STEIN ERIKSEN, recovered from leg fracture, skied in Norway during last week in October. He will conduct ski schools at Boyne Mt., Mich. this winter and at Portillo, Chile next summer. . . . DEIRDRE BARIO LAWRENCE, daughter born to DAVE and ANDREA MEAD LAWRENCE October 4, "already takes after her father, all good and no bad," according to her mother. . . . PEPI GABL, '54 FIS coach and Stowe mentor, will head summer and winter ski schools at Timberline, Ore. . . . Sir ARNOLD LUNN is recipient of the first annual Pan American Ski Club Trophy for his contribution to international skiing. . . . KJELL "Rusty" RUSTAD will return this season as owner and manager of Granlibakken ski area at Tahoe City, Calif. . . . Died: GEORGE BAUWENS, ski and white-water pioneer, who made first ski ascent of Mt. San Antonio (Mt. Baldy), near Los Angeles, in 1923.

Events this month: Norse House (57 W. 40th St., New York 36) Olympic benefit JOHN JAY shows, December 6 and 7 at Hunter College Assembly Hall, tickets by mail \$2.75 including tax. . . . DON SCHOLLE of Stowe, Vt. is sponsoring an Olympic benefit Topnotch Winter Ball at the Waldorf—by invitation only. . . . Adirondack Mt. Club's winter mountaineering school at Adirondack Loj, Lake Placid, N.Y., December 27-30 will feature instruction by veterans of Himalayan expeditions. . . . Aspen, Colo. offers fifteen per cent reduction on lifts, lodging and ski school lessons December 1-17.

New products notes: The new, extremely fast Kofix permanent plastic base is available on the medium-priced Glungezer ski, imported from Austria by Siegmund Werner, Inc. . . . A clever device to stop runaway skis has been developed by the Alpine Ski Shops of New York City and Adams, Mass. The Safety Ski Stop consists of a brake attached to the outside of the ski which snaps downward when not held inoperative by the skier's boot. . . . The thriving ski industry has caused a similar boom on the snowshoe market, the Vermont Tubbs Company reports. Snowshoes are in demand not only for trail maintenance purposes but for rental to non-skiers. The new Kon-Trol snowshoe binding is designed to make snowshoeing easy for beginners. . . . An ingenious device is the "Limiteur Poma," invented by Jean Pomagalski of Pomalift fame. A flexible, arched rod is spring-mounted to both ski tips, making it impossible for the tips to cross or spread-eagle. The tip-separating device does not impair maneuverability and is practical even for high-speed skiers and racers. . . . Ski-Dri, the new spray-on silicone water repellent for fabrics, has been found highly effective in tests by SKI editors. . . . The new A-Fil sun stick and sun creams provide protection even for super-sensitive lips and skin. . . . Footprint ski boots by T. O. Dey, 509 Fifth Ave., New York, are custom-molded to the shape of your foot, guaranteeing perfect fit.

Free films for clubs: "Ski New York," color and sound, thirteen and one-half minutes of downhill and slalom at Whiteface, Snow Ridge, Belleayre and other Empire State areas (write Film Library, N.Y. State Dept. of Commerce, Albany). . . . Fifteen minutes, black and white with sound, on the 1955 National Giant Slalom Championships at Stevens Pass, Wash., sponsored by Rieker ski boots (write O-U Winter Sports, 1123 2nd Ave., Seattle).

Uranium town Grand Junction, Colo. has erected a new Pomalift on Grand Mesa. . . . JEAN POMAGALSKI is in the U.S. directing lift construction and planning. . . . The White Pass double chair lift, near Yakima, Wash., will not be ready this season. . . . Banff has new sixty- and eighty-meter jump hills, built by Oberstdorf expert HEINI KLOPPER. . . . Jiminy Peak ski area at Hancock, Mass. has undergone improvements under direction of new manager GEORGE F. "DOC" MAYNARD. . . . Miller High Life Trophy for best Eastern club awarded to S.C. of New Jersey. . . . Minnesota-Wisconsin Ski News has folded. Michigan Skier, renamed Midwest Skier, has taken over subscribers. . . . Late improvements at Mad River Glen, Vt. include new Bunny Trail and new wing on unique Basebox building.

More than ten million dollars is now invested in eastern U. S. ski lifts, according to Phil Robertson, president of the Eastern Ski Area Operators Association. The statement was made at the annual meeting of the association held at the Williams Club in New York.

Robertson, who is manager of the Cranmore Skimobiles at North Conway, N. H., also stated that over eighteen million dollars was deposited in New England banks last winter as a direct result of the ski industry.

"An example of the importance of ski business to our economy is shown by the increase in winter bank deposits in the Eastern Slope Region of New Hampshire. In the winter of 1933-34, total bank deposits in the Eastern Slope Region banks were less than \$250,000. Last winter they exceeded five million dollars, and more than seventy-five per cent of these deposits are directly the result of ski business," stated Robertson.

The Association voted unanimously against the adoption of the National Ski Association insurance plan for public liability and also voiced opposition to the NSA nickel-a-ticket and nickel-a-day plans.

Officers reelected for the year include, besides Robertson, Arthur G. Draper, Belleayre Mountain Ski Center, first vice-president; Webster H. Ottman, Dutch Hill, second vice-president; William Whitney, Black Mountain Ski Area, secretary; John L. Dunham, Hogsback, treasurer; Fred Pabst, Jr., Bromley, and Frank G. Sterritte, directors.

DIAL 'O' FOR SNOW

Every year sees improvement in the reporting of snow conditions. Areas are learning that honesty is the best policy. They are also finding better means for the dissemination of the information. Twenty important sources of snow reports are listed below. In no case does the phone number listed represent the *only* reliable source in that city.

Portland	CApitol 8-5255
Seattle	EL 3388
Vancouver	TATlow 7141
Los Angeles	AR 7-1254
San Francisco	DOuglas 2-1626
Albuquerque	2-5279
Santa Fe	3-9155
Denver	AComa 0671
Salt Lake City	EMpire 4-2552
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Most complete ski resort in the East. At foot of Laurentian's highest peak. Lodge, Inn and Cottages with rates from \$9. A.P. Forty miles of downhill trails, 6 lifts—including our new North Side T-Bar—with Chair Lifts at your door. Ski Weeks from \$79, up to \$115, for rooms with private bath; meals, lodging, Ski School and lift tickets all included. Dancing nightly. Make early reservations!



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Luxurious Laurentian resort, where skiing is at its best. Gentle slopes for the novice and Hill 60 with ski tow. Ski School. Spacious lounges. Cozy bar. Charming chalet and 12 cottages. One hour from Montreal. Write or wire for reservations, or contact your travel agent. Rates \$10.50-\$20. A.P. Vernon G. Cardy, President. H. F. Gibson, Manager.



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At base of Mont Tremblant north chair-lift and new T-bar (with new open run from the summit). Famous Sissy Schuss, Devil's River and Lowell Thomas runs converge at our sun-deck. Maximum skiing at minimum rates. American Plan rates—rooms and cottage \$10-\$12. French cuisine. Also dormitory-bunkhouses at \$1 per night (bring your sleeping bag). All privileges and facilities of Mont Tremblant Lodge. Write John O'Rear, Mgr., Devil's River Lodge, c/o Mont Tremblant Lodge, P.Q.



CHALET COCHAND

SWISS CHALETS
STE. MARGUERITE STATION, P.Q.

45 miles north of Montreal. All slopes and downhill trails with T-Bar and tows (privately operated) at our front door. Harvey Clifford, Director of Ski School. Skating, Sleighing, informal atmosphere. Rates including meals \$8.50 to \$11.00. Learn to Ski Weeks \$59.50. Write for new Winter folder or Telephone Ste. Marguerite 84. Louis Cochand, Owner and Manager.

CHATEAU BEAUVALLON

MONT TREMBLANT, P.Q.

Small informal ski lodge, fine cuisine and cocktail lounge. Music nightly. 1 1/2 miles from Mont Tremblant. Two and four room cottages with bath, \$7-\$15 per person, American Plan. Special weekly rates. Transportation to and from the chair lifts. Write for folder or telephone St. Jovite 223. Henry C. Stokes, owner.



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VAL DAVID, P.Q.

Cozy, comfortable, 60-room hotel & cottages, set in a snow-bowl at 1055-ft. elevation. Famous for food. Fully licensed. French-Canadian atmosphere. AAA Member. T-bar, tows, trails, sleigh rides, etc. Ski school. \$7-\$10 A.P. Folder. Inquire for "Learn-to-Ski Weeks" rates. John Dufresne, Prop. Tel. Val David 500.

GRAY ROCKS INN

ST. JOVITE, P.Q.

80 miles northwest of Montreal on Route 11. Four miles from Mont Tremblant. T-Bar lift on Sugar Peak, 100 yards from Inn. Home of Snow Eagle Ski School, Real Charette, director—Skating—Sleighb—Riding, etc. Genial atmosphere—Dancing—Rates \$7.50-\$11 with meals—LEARN TO SKI WEEKS \$59.95. Write for new Kodachrome Folder S. Tel. St. Jovite 17. Harry Wheeler, Host and Manager.



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Looking down the packed schuss from the 75-mph start. Freezing afternoon shadows are advancing inexorably up the slope

The highest speed ever attained by a human being without mechanical means, except in a free fall. SKI presents record-breaker Ralph Miller's own story, excerpted from letters to his parents, of those exciting days at Portillo, Chile, when he and four other boys became obsessed with speed

Photographs by RON FUNK

IT ALL began in fun. A half-mile schuss was sidestepped on a forty-five degree slope visible from the Hotel Portillo, where guests speculated on what speed the hotshots could attain. At the bottom of the course, just above the transition, a fifty-meter stretch was carefully measured and marked at start and finish with bands of soot on the snow. Timer Emile Allais stood some distance away on a slope directly opposite the "speed trap"; from this vantage point he could time each daredevil's crossing of the black lines with uncanny accuracy. Skiers who schussed the course were Americans Bud Werner, Marvin Melville, Ron Funk and Ralph Miller, and Chiharu Igaya of Japan.

August 20. Packed schuss (103 km.).

August 21. More downhill. Rough gates.

August 22. Packed schuss. Bad light but run from halfway point. Melville, Funk, Werner and I all do 120 km.—seventy-five miles per hour. Felt very fast in bad light.

August 23. Good light. Run schuss again. Becoming obsessed with it. Werner hits 138 km. Funk, Melville and I slower. Werner's time for fifty-meter trip, 1.3 seconds.

August 24. Spent all day on speed run. Werner runs course at 1.3. Igaya

slow, arms out, shaky, at 1.4. I had a rough run but did it in 1.25 (ninety-two miles per hour).

Encouraged by their successful performances—even in bad light—the boys decide to try for the world speed record. By this time they have manicured the course meticulously, taking out bumps as slight as one inch in ten feet. Allais' stopwatch has repeatedly shown that the two most important factors contributing to speed are the height of the start and the skiers' ability to hold a deep crouch.

August 25. Melville, who has been running on 215 slalom skis, dropped out (he hit eighty-five on them yesterday). Chick, Ron, Bud and I are left. Chick takes one run and almost loses control. Goes on one ski twice. Time 1.4. Quits. Three left. Bud, Ron and I climb high, but not to top. Still another 100 yards of schuss above us. We are going to try for the record—160 km., ninety-nine miles per hour. We throw fingers to see who goes first. I win. I shout to Emile who is timing, wipe my goggles and push off.

I don't seem to accelerate gradually. Rather one moment I am going slow; the next, I am in a different world, a realm from which one returns with few memories. Forward, forward, for-

ward, I say to myself. I lean against the wind, forcing my tips down. The trap is still far below. I start to feel light. I press forward. It seems that I shall take off. I flash into the fifty-meter trap and out. I wind-check gradually, then stand quickly with arms outspread. I bound over the small bumps and then the transition at a seemingly slow speed, probably about sixty miles per hour. One long turn and at last I am down to a safe speed. Then I am stopped. I look up.

Far above me, Bud pushes off. Strange, it doesn't seem that he is going fast. He is but a speck moving down the smooth white surface half a mile away. He passes the trap, disappears and comes rattling toward me with a cry of delight and a long smooth turn. He has just come through the trap at ninety-eight miles an hour.

Ron starts down. Just before he comes out of the trap, he stands, then disappears from sight. We wait. There is an explosion. Snow. Skis fly. Then another explosion, nothing, then another. He has crashed badly, but is still just out of sight. We rush toward him. He is quiet, both ski tips stuck in the snow, face buried. It would be a humorous sight, but he has fallen going about ninety miles an hour. By the

Speedster Ralph Miller (right) with timer Emile Allais at Portillo



Ralph and Marvin Melville measure 50-meter stretch





Moli-124



Moli-116



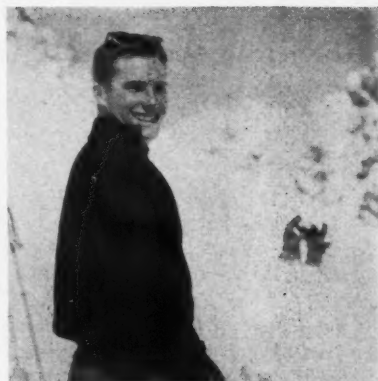
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Next to Ralph, Bud Werner attained the highest speed through the trap: 98 mph

time we get to him, he is stirring, saying little. We cut off his bindings. His left ankle is injured. His ankle is broken, though not badly. Otherwise he is all right.

After Ron Funk's accident, only Ralph Miller persists in the attempt to beat the world speed record. Emile Allais, as keenly interested as Ralph himself, patiently waits and times. So far the weather has held. But as the sun goes down on the afternoon of August 25, Ralph races against the shadow of a peak to the west that encroaches on the course, rendering the snow hard and the light dangerous.

The course stretches high above me, up to the rock face. I am walking as fast as I can, trying to beat the shadow that is racing toward the transition where Ron fell. I am obsessed with the speed trap. I want to remember what it is like to go ninety-eight miles per hour, but I can't. I want to go back into that strange realm of speed where one is weightless. I want to go 100 miles an hour. I will have to climb to the rock face at the top of the schuss; then perhaps I can pass through the trap in 1.1 seconds. This will mean 103 miles per hour, and a new world's record. But the shadows are stretching fast. I can't go from bright sun into the shadow and see, especially in the comparatively rough transition.

I must hurry. I'm sweating now. Two hundred yards to go up the slope. I am tempted to call to Emile that I am going to run from here. I want to schuss. No! Higher! It is too late. I have fifty yards to go, and I am breathing hard. My legs are numb. I can hardly see through my sweat-streaked sun glasses. I climb on, but it is no use. A shadow has beat me to the trap. I look down. Far below a group of people has gathered to watch the "crazy gringo." They will be disap-

pointed. A long, smooth band of white is plain before me in the late afternoon sun, but it is no use. The deep blue darkness has by now completely enveloped the trap. The contrast is too great. I shall have to wait till another day. I start packing down. Bud, who came with me for moral support, takes a picture and starts down, too.

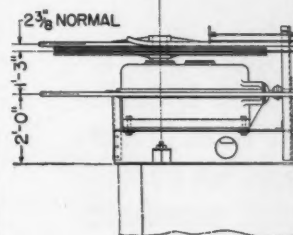
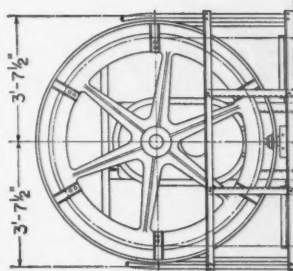
Three-quarters of an hour later we have tea. I ask myself, as I stare at the bottom of my cup, "Can I break it tomorrow?" I know at least that I want to feel that strange pressure again, and to try to bring back a more definite impression from that illusive world.

That night Ralph step-waxes his skis and goes to bed, wondering: Will the sun come out tomorrow? Will the track soften? The big day dawns.

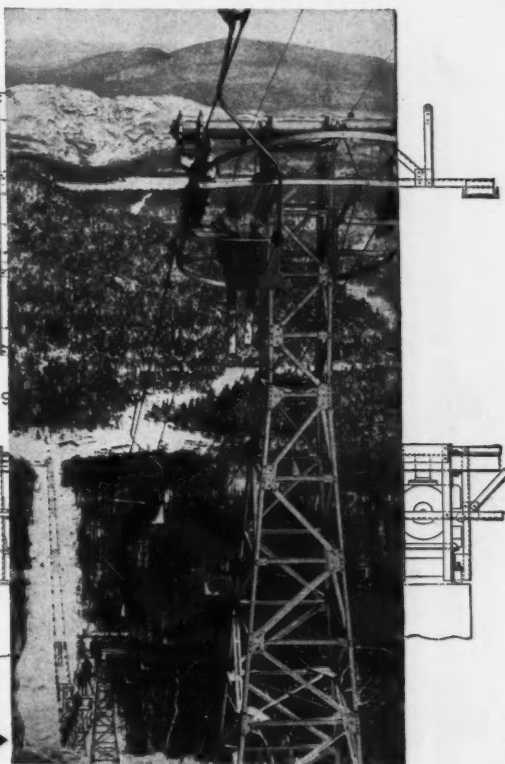
August 26. I roll over in bed. My first thought: is the day clear? The room is dark, but through the small cracks in the venetian blind I see a mountain peak, brilliant in the sun. I get out of bed, pull the blind. The brightness is dazzling.

The slope soars high above me. I am slowly sidestepping up it. I am with Emile, who will time. The others have given up. From the bottom, the track is a glistening ribbon, half a mile long, rising to huge maroon-black cliffs at an ever-increasing angle until it reaches forty-five degrees. As I look up, the face seems to hover over me, its jagged ridges smoking snow silver against the morning sky. The sun of yesterday was hot; the night was cold. The track is like the rock itself. Emile and I pound our edges against it, but it is no use, for even the track near the bottom, and therefore the first to receive the sun, is hard. We shall wait. I had planned a few trial runs, and then a final attempt at 12:30. No use. At 1:00 the track is still hard. At 1:30 I attempt an easy trial, through the trap at seventy-five miles per hour, from half-way up. The track is beginning to soften. I skip lunch, eat some chocolate and start climbing.

The time, as it was yesterday, is running out. While the slope is deserted during the noon mealtime, I climb alone. I must have another trial before 3:00 when the lift will start again. I climb higher. I reach the designated place. From here I shall pass through the trap at eighty-five miles per hour. I tighten my boots, wipe my goggles, run through a checklist and skate down toward the bottom. Run incredibly fast. I lean forward through the measured fifty meters and wind-



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check. An excellent ride. Stop. Great! Nothing to it.

Today is it. I go in for a brief snack. I am sitting in the first chair when the lift starts. I have a watchful eye on the shadow, which fortunately is still far from the track. I have about an hour and a half. I shall make two runs: one from yesterday's start, one from the rocks at the very top. While some of the ski patrol, under Emile's prodding, pack down the run and break up the icy surface, I ride up the lift and traverse the broad slope till I reach the track. I am about at the seventy-five-mile-per-hour start when I begin climbing. The day is clear, the light good. I am sweating comfortably. All is going well. I shall just have time for two runs. I must have time for two runs. For tomorrow the track will never soften even if the sun is out. In the west are some high cirrus clouds, another bad sign for tomorrow. I must get two runs.

I start down once more. Gain speed. Suddenly I start turning to the right. I edge. Still the yaw continues. What is it? I am going fifty now, but I stand and put out my left hand. I am far from the center of the track. Gradually, I straighten out. I crouch again. All seems well. I pass through the trap at ninety-eight miles an hour.

At last the time has come. I am side-stepping alone, high on the slope, above any previous starting position. The angle is about forty-five degrees. The snow firm. Above me, the cliff hangs. Below, the shining track stretches. The dots beside it are people. There in the transition is Emile, ready to time my run. The others have cameras or are idle skiers who have traversed the hill to find what the commotion is about. At last I reach the rock. The snow does not go up any higher. I pack out a shelf and begin the routine of last-minute preparations. Goggles must be wiped, laces tightened. I pull a few rags from my pocket that Emile has given me, and tie my pants closely to my legs. I wipe my goggles again. Things will happen fast. My thinking must be automatic, so I go through the train of thought that I shall use in the run. Pole twice, drop to a semi-crouch position, advance my left foot to avoid the yaw that bothered me so much on my previous run. Full crouch, forward, forward, forward. Three times I run through the procedure mentally. Then I am ready. I shout to Emile. No answer. I shout again. A faint "all right" floats up.

Pole twice, semi-crouch, advance



Werner, above, and Igaya on the course

left knee. All is going well. Forward, forward. Then I can't push forward any more. I can't feel my tips pressing against the snow. The wind is too great. I am held in a static position by a great force. The pressure hisses around me, pressing my face out of shape. The sound is like the roar of a gliding jet. The trap is still far below. My tips are in the air. They start to wobble. Hold it! Hold it! The trap is flashing at me. Get down. Lower. Lower. In this position, my tips wobble more and more crazily. I can't stay like this for long.

The end of the trap is coming. It is passed. Stand up. I feel light. I am off the snow. I touch. Then bound off again. I spread my arms. The transition comes at me. It is passed. Turn. I'm going too fast. Bite, edges! Bite! They don't. I have completely used up the stopping area. I am streaking down the intermediate slope. I can't stop. I throw my skis sideways. I straighten them out to avoid a bump, then throw them the other way. I can't stop. I see a smooth area. In desperation I lean on my edges. At last they take hold. I am up the slope, shoot into deep powder and finally halt.

I am breathing hard. I lift my goggles and take the tie-downs off my pants. As I am loosening my boots, Emile comes skiing down toward me. He is smiling.

"What was it?" I ask before he can hear me. Then again, "What was the time?"

He grins. "One second and a fraction of a tenth. One and a fortieth. One hundred and seventy-five kilometers."

A little fast arithmetic gave me the result. I had gone 109 miles per hour. Ten miles over Colo's record.



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Speed trials in Europe..

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SKIS ARE the simplest of all the servants of speed. When the world champion Zeno Colò of Italy touched ninety-nine miles an hour he asked for nothing but two planks of wood on his feet, the snow as it has been shaped by sun and frost, a mountain slope and the force of gravity. No intricate machinery; no exploitation of petrol, coal or electricity.

The first skier to make a scientific attempt to discover the maximum speed attainable on skis was Dr. Walter Amstutz, pioneer of downhill racing. At the time he was Kurdirector of St. Moritz and had therefore the resources of that famous center at his disposal. A special course was prepared. Competitors were timed over a short distance, perhaps twenty meters, and prizes were given for the best times attained on this so-called "Flying Kilometer." In 1933 F. Huber averaged 83.58 miles an hour on this course. In the following year Leo Gasperl of Austria (now an Italian) attained a maximum speed of 84.39 miles an hour, and this stood as a record for many years.

In 1947 Zeno Colò, who won the world championship in downhill and giant slalom at Aspen in 1950 and who had twice won the blue ribbon of the Alps, the Arlberg-Kandahar, established a world record on the slopes of the glacier of the Little Mont Cervin above Breuil. Whereas Gasperl wore a streamlined uniform and special long and broad skis, Colò and the other participants were wearing normal skis and normal clothes. A hundred-meter track was accurately measured off and the speeds of the participants were clocked by a delegate of the Italian Federation of *chronometristi* and assistant timekeepers, a judge being appointed by the Italian Federation of Winter Sports. Gasperl, the holder till then of the world's record, covered the 100 meters in 2.29 seconds; Colò in 2.26 seconds, an average of 159.29 kilometers, or exactly 99 miles per hour.

This test took place on a flying hundred meters. The greatest speed ever attained on skis over a long descent was that of Egon Schöpf of Innsbruck on the Marmolata, April 4, 1948. Conditions were ideal for the race: glacier snow, firm, smooth and only faintly softened by the late spring sun. The

race started on the summit of the Marmolata, 10,693 feet above the sea, and finished at the Passo Fedaja (6,560 feet), a vertical drop of 4,133 feet and approximate length of 2.02 miles. Schöpf won at an average speed of 59.83 miles an hour, just short of a mile a minute. The world's record for a long course, like Colò's record, was achieved on natural snow.

When we compare these speeds with those attained in a car, let us not forget that there are no springs between the skier and the surface over which he travels. His sensitive skis respond to every variation of gradient, his only springs being those provided by nature in his supple muscles.

Vertical drop is an interesting criterion of skiing speed. A man on foot would have to move very fast downhill to average a drop of a foot a second. If this rate of descent could be maintained, a climber could run down from the summit of Mont Blanc to Chamonix, a drop of 12,000 feet, in three hours and twenty minutes. The maximum speed of a parachute descent is a little over sixteen feet per second, and at this rate of descent a parachutist could drop from the height of Mont Blanc to Chamonix in a little over twelve minutes. In the Arlberg-Kandahar of 1948 at Chamonix, James Couttet dropped 950 meters on the Glacier des Pistes course in 2:7.4. The snow was not easy spring snow, but hard and in places icy. The course is the steepest racing course that I have ever seen. I remember watching a racer turn about 200 meters above me, and the spray thrown up by his skis had not settled when he flashed past me. Couttet was dropping at a rate of twenty-five feet per second. At this rate the descent from Mont Blanc to Chamonix would have required eight minutes.

Schöpf's record rate of thirty-three feet per second would have taken him down Mont Blanc in just over six minutes. (These Mont Blanc estimates are of course based on the imaginary hypothesis that it would be possible to descend direct, whereas the actual descent involves a long traverse through an ice-fall.) Schöpf was dropping a little over twice as fast as the maximum speed of a parachute descent.

..in Canada

by ADAL FRIED

QUEBEC SKIERS remember their own "flying kilometer" at Ste. Marguerite back in the winters of 1936 and 1937. From a tower on one of the steepest hills in the district, old-timers schussed 600 feet into a timed stretch of 150 feet. In 1936 Bill Trower and Dick Ball of the Montreal Ski Club, using weighted skis and ordinary jumping skis, respectively, covered the measured fifty yards in 1.96 seconds—a speed of 52.96 miles per hour. The following year electric timing equipment was brought in from Lake Placid, N.Y., and while exact records have been lost, Louis Cochand of Chalet Cochand remembers that speeds up to seventy miles an hour were attained.

It was Louis Cochand—then a wild youngster—who rigged up the special skis used in the event. These were eight feet long, two inches thick in the center and eight pounds in weight. On the rear of each ski he mounted a forty-pound weight, and he invented a binding which allowed quick release by lifting the toes and rolling off backward. At the end of each run, Louis would "bail out" of the skis.

"The skis would shoot ahead and climb a snow jump," he recounts, "which would hurtle them into the air approximately thirty to forty feet high, going weighted end first. At one point a ski hit a balsam tree four inches in diameter and cut it clean through. The great danger was a runaway ski, as most of the spectators were on the sidelines. I was discouraged in later years from holding the event mainly on account of this danger."



Cochand schusses from 90-foot trestle down steep hill at Ste. Marguerite, P. Q. Speeds up to 70 mph were clocked here

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AIR GUIDE TO EUROPE

by DAVE ROWAN

Where to ski . . . how to travel . . . tours and itineraries

AS THIS December issue of SKI goes to press, the same uncanny instinct that leads camels to water in the middle of the Sahara, or whooping cranes to Texas, manifests itself in skiers, who sniff the air and head unerringly for snow and mountains. Research has shown that many skiers can actually find their way 3,500 miles across the Atlantic to the Alps, and there are even authenticated case histories of skiers being guided to Chile by the same instinct.

This winter will see more American skiers in Europe than ever before. One of the biggest inducements is the family plan offered by all airlines. Although the basic off-season, round-trip fare New York/Zürich has increased by \$57.00 over last year, this is more than offset by the \$200.00 reduction under the family plan. Under this arrange-

ment the head of the family pays full fare of \$550.60 (round trip, off season, tourist class), and his wife and children (between the ages of twelve and twenty-five) pay \$350.60 each. The family plan applies only in the off season (November 1 through March 31), and only when the eligible dependents accompany the head of the family.

All airlines offer the "fly now-pay later" plan, with which down payment is as low as ten per cent. Skiers interested in this will find, however, that interest is much lower if they secure a bank loan to cover the passage.

As in recent years, a number of airlines offer conducted tours (see schedule on this page). The tour leaders are thoroughly familiar with the skiing at the areas they visit, and they are likewise adept at handling travel arrangements and unsnarling red tape. In con-

sidering a conducted tour it is best to get complete information, either directly from the airline, or through one of the travel agencies which specialize in ski tours. These same agencies will help you plan your trip if you prefer to go independently. (See box on this page for sources and information.)

How to choose the areas to ski in Europe? Here, truly, is an *embarras de richesses!* Your ski trip to Europe, especially if it is your first, should be a voyage of discovery, so don't slavishly follow your friends' advice on where to go or where to stay. One other piece of advice: don't try to "do" the Alps in one trip; choose two or three spots and really ski them.

The Alps are shared by five nations: Austria, Switzerland, France, Germany and Italy. Each has its world-famous areas whose renown is merited. But

SCHEDULE OF CONDUCTED TOURS

Departure	No. of Days	Air-line	Leader	Destination	Price
Jan. 7	21	Swissair	Claus Obermeyer	Aus.-Sw.	\$825
Jan. 13	15	Swissair	Gloria & Lavern Trepp	Aus.	675
Jan. 13	23	TWA	Frederick Miller Jr.	Aus.-Sw.	744
Jan. 20	21	Swissair	Ethel Van Degrift	It.-Sw.-Aus.	1095*
Jan. 23	20	KLM	Helmuth Wibmer	It.-Aus.-Sw.	872*
Jan. 23	23	Swissair	Dorcas Fitzgerald	It.-Sw.	975*
Jan. 24	26	Swissair	Harry de Pauer	Aus.	1280**
Feb. 4	22	Swissair	John Jay	Aus.-Sw.-Fr.	1029***
Feb. 17	15	Swissair	Gretta & Bill Whiteford	Aus.	709
Feb. 17	24	TWA	Charles Wolf	Aus.-Sw.	754
Feb. 18	30	Lufthansa	Hans Diess	Ger.-Aus.-Sw.	960
Feb. 23	17	Swissair	Vera Pirquet	Aus.-Sw.-It.	976
Feb. 24	21	Air France	Yves Latreille	Fr.-Sw.-Aus.	917
Feb. 25	22	TWA	Clarence Lund	Aus.-Sw.	769
Feb. 25	24	SAS	Warren Miller	Aus.-Sw.	849
Mar. 3	15	Swissair	Frank Scofield	Sw.-Aus.	865
Mar. 3	16	Sabena	Matt Tobey	Aus.-Sw.	799
Mar. 10	15	Swissair	Paul & Paul Valar	Sw.	749
Mar. 14	18	Swissair	Stein Eriksen	Aus.-Sw.	893

*Includes Olympics. **Includes 13 days music tour. ***For Olympic extension leaving Jan. 21, add \$197
NB—Fares quoted based on New York departures, tourist class

There are several excellent sources of European travel and resort information. Airlines and travel agencies listed below specialize in catering to skiers.

Austrian State Tourist Department
48 E. 48th St., NYC

French Government Tourist Office
610 Fifth Ave., NYC

German Tourist Information Office
500 Fifth Ave., NYC

Italian State Tourist Office
21 E. 51st St., NYC

Swiss National Travel Office
10 W. 49th St., NYC

Air France, Dept. VV
683 Fifth Ave., NYC

El Al Israel Airlines
37 W. 57th St., NYC

KLM Royal Dutch Airlines, Dept. S-2
430 Park Ave., NYC

Lufthansa German Airlines
555 Fifth Ave., NYC

Pan American World Airways
P. O. Box 1111, NYC

Sabena Belgian Airlines
720 Fifth Ave., NYC

Scandinavian Airlines System
638 Fifth Ave., NYC

Swissair (Dept. SM)
10 W. 49th St., NYC

Trans World Airlines
630 Fifth Ave., NYC

Clara Laughlin Travel Services
38 E. 57th St., NYC and
520 N. Michigan Ave., Chicago 11

General Tours, Dept. SKI
595 Madison Ave., NYC

The Travelcade
120 South LaSalle, Chicago 3

Wellesley Travel Service
572 Washington St., Wellesley, Mass.



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each also has its unsung sports centers, known only to the connoisseur. Such off-beat areas are rewarding not only for their skiing, but also for their relatively low rates. Every American skier in Europe would do well to mix one or two of these in with the big and familiar resorts.

Here are some examples: If you go to Kitzbühel you will find superb, varied skiing and some of the gayest night life in the Alps. It is justly one of the show spots of Austria. But if you are wise you will drop over to Zell am See—less than a half-day trip—and try the runs there.

If you go to Bad Gastein you will find the travel folders did not deceive you. It is a favorite spot for racers and beginners alike. But if you continue down the road you will find Kanzel-höhe, a completely unspoiled ski area in the province of Carinthia. The rates are low and the skiing is wonderful, all of which explains why it is a favorite of many Austrians.

Everyone knows of the Arlberg region, and naturally every American skier in Europe tries to put it on his skiing itinerary. However, few realize that a couple of mountains to the southwest (a fast crowd could make it in half an hour) is the hidden valley of Montafon. Here, in the towns of Schruns, Tshagguns and Gargellen is a ski region which should rank with any in the world. The waiters may not wear tails, but the hospitality is warm and the

Austrian cooking unspoiled by sophistication.

In Switzerland there are so many famous ski centers that you will probably want to keep to the tried and true. The 100 square miles of skiing in the Parsenn region needs no introduction. You stay at Davos or Klosters, choosing anything from a simple pension to one of the superlatively elegant large hotels. For your skiing you must select daily from a virtually limitless assortment of runs. The Parsenn region is truly all of the world's best ski areas rolled into one.

Nearby is Arosa, one of the real fun spots of Switzerland. With huge open slopes that are drenched in sun, it is the ideal place for family skiing. Be prepared, though, for a rather vigorous night life.

St. Moritz has an undeserved reputation as a snobs-only ski area. It is true that you will cross martini glasses with a lot of minor princelings, but if you are interested in skiing they won't be in the way. Two Winter Olympics have been held at St. Moritz, but there are plenty of long, easy runs for those who wish to avoid Olympic downhill courses.

The Bernese Oberland owes its fame as a ski area to the English. Wengen, Mürren, Grindelwald, Gstaad and Scheidegg constitute the last continental outposts of the British Empire, and the English chose well, as more and more Americans are discovering. Besides magnificent mountains (including



Mayrhofen in Austria's Tyrol is little known, yet has lifts and miles of powder snow

the great Jungfrau) and endless ski runs, the Bernese Oberland has a relaxed, friendly atmosphere all its own.

No discussion of Swiss ski areas would be complete without mention of Zermatt. Its trademark is the Matterhorn, but in winter it is the 5,000-foot runs from the top of the Gornergrat which make Zermatt the ski center it is. The skiing is not difficult; in fact, Zermatt is a good spot for beginners. Thanks to the residents, who vote every ten years against the building of a road to their town. Zermatt retains enough local charm and atmosphere to satisfy anyone—even Americans.

Greatly neglected by Americans are the ski centers of France. Chamonix and Mégève, both in the shadow of Mont Blanc, are fairly familiar; but close by is Courchevel, which, despite magnificent skiing, remains relatively unknown. Emile Allais, now winter sports director for the Haute Savoie region, makes his headquarters at Courchevel—which hopefully will persuade more people of its merits. Also worthy of mention are l'Alpe d'Huez and Val d'Isère, both of which rank with the finest in the world.

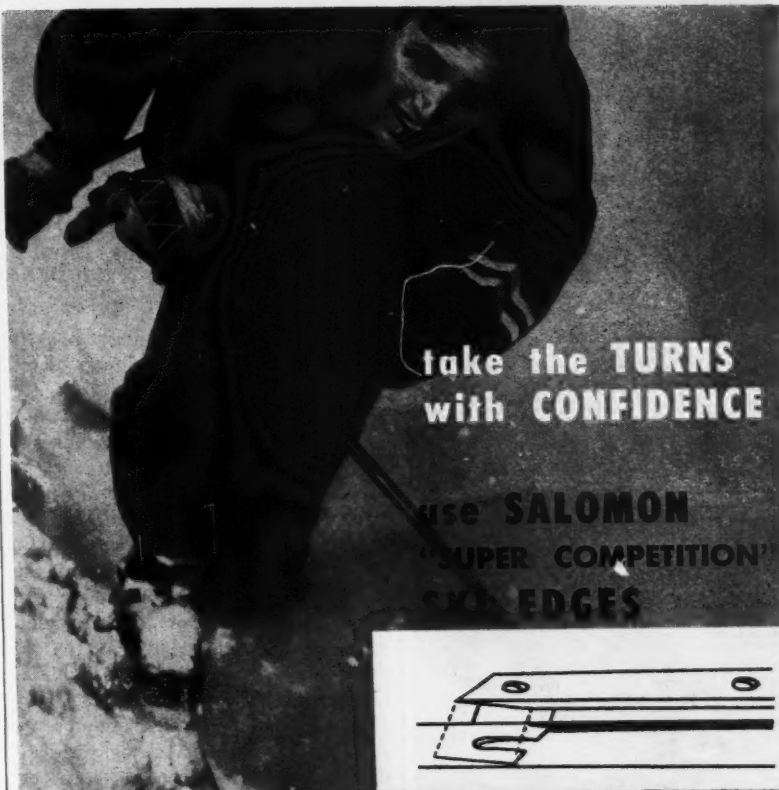
Germany's main ski area is Garmisch-Partenkirchen. Many GI's on leave have skied there, and as they can testify, the Zugspitze, highest mountain in Germany, affords splendid skiing.

Italy comes into its own this season with the staging of the Winter Olympics at Cortina, and the Arlberg-Kandahar at Sestriere. Unless you go on a conducted tour that includes the Olympics it is advisable to keep clear of Cortina until after February 15. From then on, however, accommodations will be available, and you can try your skill on the courses still hot from the champions' skis.

Sestriere, which was built specifically for skiers, is one of the great ski areas of the Alps. There is every conceivable type of skiing there, and the famous cylindrical hotels represent the height of comfort.

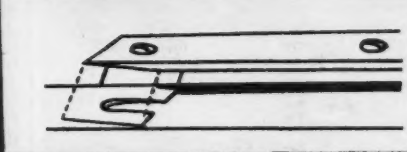
On the Italian side of the Matterhorn is the little town of Breuil. Here you can get fabulous skiing well into April, and you meet only skiers. No place which offers skiing such as Breuil does can remain unspoiled for long, but as of now it is one of the best "unknown" ski areas in the Alps.

If you have read this far you are probably less sure than before where you want to ski in Europe. This is as it should be. The skier in Europe should never be satisfied with the best. He can get that anywhere in the Alps.



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CANADA: Grovig Ltd., Montreal, Toronto, Vancouver

Prices in Canada slightly higher

S.C.A.



by BENNO RYBIZKA

THE ENTRY in the old guest book in St. Christof am Arlberg, dated January 3, 1901 is succinct:

Delighted with this wonderful nature, enthused by this sport, convinced of the necessity to make a modest start on the Arlberg for all friends of this wonderful sport, the undersigned have decided to found the Ski Club Arlberg.

There were eight members of the original club, including the chairman, Carl Schuler (father of Walter Schuler, owner of St. Anton's Post Hotel), and the vice chairman, Dr. Adolf Rybizka, my father. With this statement of purpose—all the more poignant for its simplicity—recreational skiing came to the Arlberg. True, others had skied there before. Herman Hartmann climbed the Galzig on skis in 1899, and in 1900 Victor Sohm and two friends climbed the Valluga and skied down to Stuben. But the founding of the Ski Club Arlberg is the important landmark.

The early members of the club were real pioneers. Ski technique was as eagerly discussed then as it is now, but at that time the competition was between the Norwegian technique, com-

plete with telemark and stop christiana, and the Zdarsky or Lilienfeld technique, with its reliance on stem turns and the single pole. It remained for Hannes Schneider, six years later, to create an amalgam of the strong points of each technique and establish the Arlberg system of ski instruction.

Races were soon popular, the most famous taking place in 1904. Climbing from St. Anton to St. Christof, thence to the Galzig and on up to the Ulmerhütte, the racers skied back to St. Anton through the Steissbach Valley. The winner was a certain Spielman, who reputedly completed the round trip in five hours and twenty minutes. There are few skiers today who could equal this time.

Recreational skiing was of a similarly vigorous nature. For instance, on a cold Sunday in January, 1902 a party of six decided to explore a new mountain. At two in the afternoon, after a hearty lunch, the group started climbing. Slowed down by local station master, Herr Winterle, whose skiing left something to be desired, the group finally reached the summit at five, and thereupon named it the S.C.A. Kopf in



honor of their club. As today's skiers relax on the 9,000-foot double chair lift which now takes them to this peak, they may well think of those pioneers who faced a moonlight run back to St. Anton after a three-hour climb, and over unfamiliar terrain. It was ten o'clock before they were all back at the *Lumpenstüberl* of the Gasthof Post, celebrating their first ski ascent and descent of the S.C.A. Kopf.

Under the teaching and organizing genius of Hannes Schneider, skiing in the Arlberg flourished. Foreign enthusiasts, especially the English, came in ever-increasing numbers. In 1927, the Arlberg Ski Club joined forces with another great club, the Kandahar, to found the Arlberg-Kandahar race. Credit for this goes to Hannes Schneider and Sir Arnold Lunn.

Today the Arlberg is perhaps the most highly developed ski area in the world, and is still developing. The Arlberg is not, as many mistakenly believe, a province of Austria. Rather, it is a mountain pass lying between the provinces of Vorarlberg and Tyrol. Of the five villages which comprise the Arlberg ski region, Zürs, Lech and Stuben are in the Vorarlberg, while St. Anton and St. Christof are in the Tyrol. Today's skiers blithely cross the Arlberg pass unaware that they are literally crossing a continental divide. All water running off to the west goes into the Rhine and thence to the North Sea; while the runoff to the east flows into the Danube and ends up in the Black Sea. Even the ethnic differences persist. The local idiom of St. Anton at the eastern foot of the pass is totally different from that of Stuben, only six miles distant on the western side.

Over this pass countless traders, pilgrims and crusaders have passed, many of them falling victims to cold, avalanche and exposure. Pope Joannes XXIII, as he fell from his sleigh while crossing the pass on October 24, 1414, expressed a thought that today's skiers often echo after a fall: "Here I lie in the name of the devil!"

It is this same fantastic mountain pass which delighted the founders of the Ski Club Arlberg fifty-five years ago. Visitors to the area today will be delighted with the five cable cars, two double chair lifts, three chair lifts and fifteen T-bars. But let them not forget those early enthusiasts and all they did to develop skiing. And let them not forget the original delights that brought about the founding of the Ski Club Arlberg.

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AT 64

by HAMILTON HERTZ and BUD GUYON



WHEN the cry, "Bend your knees!" comes floating over the snowy slopes at Gray Rocks, St. Jovite, P.Q. in a strictly un-French Canadian accent, you can guess the source of the utterance to be Ralph Russell—the first American to be certified by the Canadian Ski Instructors Alliance and to teach in Canadian schools. Owner of a manufacturing company in Leicester, Mass., Russell teaches for the fun of it, two to three months out of the season. But what really sets him apart from his fellow instructors at Snow Eagle Ski School, Canada's oldest, is his age. At sixty-four, Russell is a better teacher than most youngsters.



With beginners, Russell is patient and understanding. He enjoys analyzing their mistakes and watching their rapid progress



A good skier himself, Russell took up the sport in 1942, began teaching in 1947



▲ Russell enjoys his colleagues and the friendly conviviality of Gray Rocks Inn

Great with children, Russell has a son, ▼ 40, and grandson, 15, who both ski



News from Mount Snow

It's been a wonderful summer here at Mount Snow. Clear sunny days have allowed us to double the actual size of our area. As many as five welding crews have been rushing the completion of our new double chair-lift, which gives us the longest lift in the East, fully 7600 feet long. New trails are waiting for you here with sweeping wide runs averaging more than two miles in length.

Our best news for you this year is our new feature—a complete package vacation at Mount Snow. We are going all out to get you up here for a week of wonderful skiing away from the crowded weekends. Our plan starts Sunday morning at the area and offers seven full days of skiing with unlimited use of all lifts; five full days with our famous C.S.I.A.-approved Ski School, under the personal direction of Orla Larsen; six nights at the lodge of your choice, with good meals. We have more than 300 beds available at our base rate.

This is the opportunity to take that winter vacation you have always longed for but couldn't afford. For the beginner we can just about guarantee you will become a good skier within a week; for the good skier, here's a tremendous chance to improve your technique and enjoy a week of wonderful fun. Just think of it—this complete vacation for only \$59.95! Write us for details at Mount Snow, West Dover, Vermont.

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by ADDISON

THIS SEASON, in various parts of the country, examinations will be held for the certification of professional ski instructors. Every skier, whether or not he is interested in taking one of the exams, has a stake in their outcome. For it is in these exams that the standards of excellence necessary for professional certification are either upheld or are lowered. Yet it is thought by many who now instruct that the standards have gotten progressively lower in recent years.

An incident that took place on the first day of an exam last year illustrates my point. The entire group of exam candidates were to be taken to the top of a steep, but wide trail; for their demonstration of free skiing, they were simply to ski down, at any speed, as long as they were under control.

One girl was aghast at the idea. "What do they think we are?" she said. "Are they trying to make racers out of us?"

And so much objection was raised by some of the other candidates that this phase of the test was moved to an intermediate slope. Incidentally, this girl passed. What is she going to do when she has to teach someone who is capable of skiing such terrain? Or should people be certified to teach just beginners or just intermediates? That has never been the case, and it should not be.

The first thought is to lay the blame for this trend at the feet of the examiners. But closer observation of the situation will reveal the reasons behind it. Theoretically, the examiner's job is to pass all those candidates who perform successfully at the exam. This concept, unfortunately, is not consistent with actual practice. Except in the case of very poor performances from all candidates, the examiner will pass the best of the group simply because they look good in comparison with the others. In another year, or at another exam, these same ones might well have failed.

It is, of course, impossible to change this subjective method of grading in the exams. These administrative wheels certainly do grind slowly, but it is good to note that as awareness of this problem spreads, there is a definite tightening-up of the requirements in many areas. But it should be possible to en-

College men

first-class instructors

A. AUGUSTA

courage candidates of higher caliber.

In all of our colleges near ski areas there is a potential source of teachers that is virtually unexploited. Only the top few can make the varsity ski teams, and just below their level there are crowds of young men who possess, or could quickly learn, good skiing fundamentals. Right now many of them are retrogressing as they grotesquely endeavor to mimic every hot racer that they see. And most of them do this because they have come to think of "success" in skiing only in terms of racing. This attitude is understandable; other alternatives are not usually put before them.

Of course, not everyone will enjoy teaching, but many of these men would if they considered it seriously. They can't, however, think as did one college skier who inquired about teaching at ski school during the Christmas rush. There was a real need for extra instructors, and he informed those in charge that he would be glad to take over one of the small slalom classes, but those large beginning and intermediate classes were a little beneath him. We often wondered what became of him.

Obviously, his attitude will not get him far as a ski instructor, or as anything else. It takes some time and effort to learn to teach, just as it did to learn to ski. But it can be a very rewarding venture. There is a definite personal satisfaction in seeing someone learn under your guidance. Socially, instructing can't be beaten. It also provides a chance to ski during weekend vacations. Not only will sleeping bags in the back seat of the car be a thing of the past; you will usually go home with extra cash in your pocket. Interested?

The need, then, is for those young men around college age who do not want to make a career of racing. (If racing were the only fun in skiing, the sport would have died out long ago.) Good skiers? Yes, and that means someone who understands skiing fundamentals and can demonstrate them adequately, and someone who is anxious to learn to teach! Most ski school operators should be willing to help likely prospects who are sincere. In the long run the operator would stand to benefit just as much as the person who wants to teach.



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1955-56 SCHEDULE

Available schedules of ski races in the United States and Canada

KEY: D, Downhill; S, Slalom; GS, Giant Slalom; X-C, Cross-Country; J, Jumping; C, Combined; Ch, Championship(s); M, Men; W, Women; O, Open; A, Class A; B, Class B; C, Class C; V, Veterans; U, Unclassified.

NATIONAL

Feb. 18-19	Nat. Classic X-C/J/C Ch.	Ishpeming S.C.	Ishpeming
Mar. 2-4	Nat. Jr. J/X-C/C, D/S/C Ch.	Franconia S.C.	Franconia
Mar. 4-5	Nat. Jump Ch.	Snowflake S.C.	Westby
Mar. 10-11	Nat. Vets D/S Ch.	Aspen S.C.	Aspen
Mar. 15	Nat. Vets G S Ch.	Sugar Bowl S.C.	Sugar Bowl
Mar. 16-18	Roch Cup	Aspen S.C.	Aspen
Mar. 23-25	NCAA Championships	U. of Denver S.C.	Winter Park
Mar. 24-25	Harriman Cup	Sun Valley S.C.	Sun Valley
Apr. 6-8	Nat. D/S/C Ch. (MW)	S. V.-L. T.S.C.	Squaw Valley

EAST

Dec. 10-11	Pre-Season X-C/J (ABC)	Franconia S.C.	Franconia
Dec. 11	Pre-Season G.S. (ABC)	Franconia S.C.	Franconia
Dec. 17	Metropol. Jump Inv. (OABCV)	Bear Mt. S.A.	Bear Mt.
Dec. 18	Tokle Memorial Jump	Bear Mt. S.A.	Bear Mt.
Dec. 31	N. Y. State X-C Ch.	P. S. Col's S.C.	Paul Smith's
Dec. 31	Intercol. 4-Event Meet	Lyndon O.C.	Lyndonville
Jan. 1	New Year's Inv. Jump (AB)	Sno Birds	Lake Placid
Jan. 7	Orvis Trophy G.S. (OAB)	Bromley S.C.	Manchester
Jan. 7	N. Y. Jump (ABCV)	Swedish S.C.	Bear Mt.
Jan. 7-8	Inv. Intercol. Meet S/X-C/J	St. Lawrence U.	So. Colton
Jan. 8	2-Run Slalom (MW; OAB)	Mt. Sunapee S.C.	Mt. Sunapee
Jan. 8	Norway Jump (ABCV)	Norway S.C.	Bear Mt.
Jan. 8	Jackson X-C	Jackson S. & O.C.	Jackson
Jan. 14	Metropol. Jump (ABCV)	Bear Mt. S.A.	Bear Mt.
Jan. 14	Hanover Relay Inv. (AB)	Dartmouth O.C.	Hanover
Jan. 14-15	USEASA D/S/C Ch. (V)	Bromley S.C.	Manchester
Jan. 15	Mad River Glen G.S. (C)	Mad River S.C.	Waitfield
Jan. 15	Hanover Inv. Jump (ABCV)	Dartmouth O.C.	Hanover
Jan. 15	Doerr Mem. Jump (OABCV)	White Plains S.C.	Bear Mt.
Jan. 21	Berkshire Slalom (Jr.)	Otis Ridge S.C.	Otis
Jan. 21-22	Constant Mem. D/S/C (OAB)	Mt. Mansfield S.C.	Stowe
Jan. 22	Winnepesaukee S. (ABC)	Winnepesaukee S.C.	Gilford
Jan. 22	N. Y. Jump Ch. (ABCV)	Norsemen S.C.	Bear Mt.
Jan. 22	Aluski D/S/C (MW; CU)	Syracuse A.S.C.	Turin
Jan. 22	S. New Eng. Jump (ABCV)	Bolton S.C.	Bolton
Jan. 22	USEASA X-C Relay Ch.	Putney S.C.	Putney
Jan. 28	Bromley Jr. & Interch. G.S.	Bromley S.C.	Manchester
Jan. 28	Hall D. (Jr. II-III, Sel. IV)	White Mt. S.R.	Franconia
Jan. 28	Brown U. Inv. Slalom	NEISC	E. Slopes
Jan. 28-29	Inv. J/X-C/C (ABCV Jr.)	Lebanon O.C.	Lebanon
Jan. 29	USEASA Men's G.S. Ch. (B)	Lynn Snow C.	N. Conway
Jan. 29	Fiske Trophy G.S. (MW; OAB)	Woodstock S.R.	Woodstock
Jan. 29	Florenauin G.S. (MW Jr.; CU)	Florenauin S.C.	Intervale
Feb. 3-4	Berkshire 4-Event Interch.	Mt. Greylock S.C.	Pittsfield
Feb. 3-4	Dartmouth Carnival	Dartmouth O.C.	Hanover
Feb. 4	Orborn Trophy D/S Inv.	NEISC	Manchester
Feb. 4-5	NYC S.C. Interclub D/S/C	German S.C.	Belleayre
Feb. 4-5	EISA Eastern Div. Ch.	EISA	Lyndonville
Feb. 5	USEASA Jr. G.S. Ch. (I, II)	Mad River S.C.	Waitfield
Feb. 5	Gibson Trophy (MW; OAB)	E. Slopes S.C.	N. Conway
Feb. 5	Conn. Jr. J/X-C/C Ch.	Winter S.A.	Salisbury
Feb. 5	Belknap Mt. Inv. Jump	Winnepesaukee S.C.	Gilford
Feb. 5	Telemark Trophy (ABCV)	Telemark S.C.	Bear Mt.
Feb. 10-11	L. Placid Carnival (Jr.)	Lake Placid S.C.	Lake Placid
Feb. 10-11	Vt. Interch. (Jr.)	Lyndon O.C.	Lyndonville
Feb. 10-11	Norwich U. Carnival	Norwich U.S.C.	Northfield
Feb. 11	Pros. Silver S. (MW; BCU)	Prospectors S.C.	Bridgton
Feb. 11	Berkshire Slalom (MW; UC)	Otis Ridge S.C.	Otis
Feb. 11-12	Williams Winter Carnival	Williams O.C.	Williamstown
Feb. 11-12	N. Eng. Col. Trophy Race D/S	NEISC	Mt. Sunapee
Feb. 11-12	Maine J/X-C/C Ch. (ABV)	Chisholm S.C.	Rumford
Feb. 12	R. I. D. Ch. (MW; residents)	Rhode Is. S.R.	N. Conway
Feb. 12	Mo. D/S/C Ch. (W; ABCU Jr.)	Farmington S.-O.C.	Farmington
Feb. 12	USEASA G.S. Ch. (Jr. III-IV)	Gilford S.C.	Gilford
Feb. 12	USEASA J/X-C/C Ch. (Jr.)	Bear Mt. S.A.	Bear Mt.
Feb. 12	Edelweiss J. (ABCV Jr. I-II)	Edelweiss S.C.	Greenfield
Feb. 16-18	EISA Sr. Div. Ch.	Middlebury M.C.	Middlebury
Feb. 17-18	N. E. Interch. Team Ch. (Jr.)	Sno Birds	Lake Placid
Feb. 18	Washington & Masters' J.	Laurel Mt. S.C.	Ligonier
Feb. 18	Penn State X-C Ch.		

EAST

Feb. 18	Tufts Chal Trophy S.	NEISC	Gilford
Feb. 18-19	Winter Carnival	P. S. Col. S.C.	Paul Smith's
Feb. 18-19	USEASA D/S/C Ch. (Jr.)	Mt. Sunapee S.C.	Mt. Sunapee
Feb. 18-19	Penn. D/S/C Ch. (MW; ABCU Jr.)	Laurel Mt. S.C.	Ligonier
Feb. 19	USEASA G. S. Ch. (W)	Pico Peak S.C.	Pico Peak
Feb. 19	Mead Mem. G.S. (MW; OAB)	Pico Peak S.C.	Pico Peak
Feb. 19	Hochfiegler G.S. (MW; CU)	Hochfiegler S.C.	Gilford
Feb. 19	Brattleboro J. (OABV)	Brattleboro O.C.	Brattleboro
Feb. 19	Mass. Jump Ch. (ABCV)	Bolton S.C.	Bolton
Feb. 24-25	USEASA Prep-Sch. Team Ch.	M. Col. S.B.C.	Middlebury
Feb. 24-25	USEASA Interch. Team Ch.	Lyndon O.C.	Lyndonville
Feb. 24-25	St. Lawrence Winter Carn.	St. Lawrence S.C.	So. Colton
Feb. 25	Hochfiegler Inv. Team G.S.	S.C. Hochfiegler	Franconia
Feb. 25	Belleayre Cup D (MW; CU Jr.)	Belleayre S.C.	Pine Hill
Feb. 25-26	USEASA J/X-C/C Ch.	Winter S.A.	Salisbury
Feb. 25-26	Foley Mem. Trophy D/S	NEISC	Franconia
Feb. 26	Belleayre G.S. (Jr.)	Belleayre S.C.	Pine Hill
Feb. 26	MacKenzie D/GS (MW; OAB)	Lake Placid S.C.	Wilmington
Feb. 26	Blackwater S. (MW; OAB)	Fractr Acad. O.C.	Andover
Feb. 26	Mass. D. Ch. (MW; C Jr. I)	Edelweiss S.C.	Warwick
Feb. 26	Harvard-Bromley Inter. GS	Harvard S.C.	Manchester
Mar. 3-4	N. H. J/X-C/C Ch. (AB)	Nansen S.C.	Berlin
Mar. 3-4	USEASA D/S/C Ch. (W)	Bromley S.C.	Manchester
Mar. 4	N.Y. G.S. Ch. (MW; ABC)	Sno Birds	Lake Placid
Mar. 4	Massa-Schussers G.S. (MW)	Massa-Schus S.C.	N. Conway
Mar. 10	USEASA G.S. Ch. (V)	Mad River S.C.	Waitfield
Mar. 10	USEASA 30-Km X-C Ch.	Pineland S.O.C.	Andover
Mar. 10-11	M.R.C. Family Tourn.	Mad River S.C.	Waitfield
Mar. 10-11	Pineland J/X-C/C	Pineland S.O.C.	Andover
Mar. 11	Whitman GS (Jr.; I-IV)	E. Slopes S.C.	N. Conway
Mar. 11	N.Y.D. Ch. (MW; ABC)	L. Placid S.C.	Lake Placid
Mar. 11	Pico Derby Downhill (MW)	Pico Peak S.C.	Pico Peak
Mar. 17	Boston Col. Trophy S.	N.E.I.S.C.	Wilmington
Mar. 17	USEASA G.S. Ch. (W; C)	BL&BL T.S.	Waterville Val.
Mar. 17	Webber, Willis D. (MW; ABC)	White Mt. S.R.	Pinkham Notch
Mar. 17-18	USEASA D/S/C Ch. (OAB)	White Mt. S.R.	Pinkham Notch
Mar. 17-18	Widener G.S. (MW; CUJr.)	BL&BL T.S.	Waterville Val.
Mar. 18	USEASA G.S. Ch. (C)	BL&BL T.S.	Waterville Val.
Mar. 24-25	Maine D/S/C Ch. (MW)	Maine S. Coun.	Kingfield
Mar. 25	Snow Chasers Team (MW)	Snow Chasers	Franconia
Mar. 25	N.E. Kandahar G.S. (ABC)	Mad Riv.-Hartford	Waitfield
Apr. 1	Sap Run Slalom (MW)	Jackson S.O.C.	Jackson
Apr. 4	Mad River Interch. G.S. (Jr.)	Mad River S. C.	Waitfield
Apr. 7	Harvard-Yale-Princeton S.	Harvard S.C.	Mt. Wash.
Apr. 7	Sugarloaf Schuss (OAB)	Sugarloaf Mt. S.C.	Kingfield
Apr. 8	USEASA G.S. Ch. (OAB)	Sugar Loaf Mt. S.C.	Kingfield
Apr. 8	Sugarloaf Mt. G.S. (OAB)	Sugarloaf Mt. S.C.	Kingfield
Apr. 14-15	Mt. Mansfield Sugar S. (MW)	Mt. Mansfield S.C.	Stowe
Apr. 21-22	Harvard-Dartmouth Slalom	Dartmouth O.C.	Mt. Wash.
July 4	July 4 Inv. J. (OAB)	Lake Placid S.C.	Lake Placid

CENTRAL

Jan. 8	Jumping	Beloit S.C.	Beloit
Jan. 8	Jumping	Eau Claire S.C.	Eau Claire
Jan. 15	Jumping	Norge S.C.	Cary
Jan. 15	Central J. Ch. (B2)	St. Paul S.C.	St. Paul
Jan. 22	Jumping	Oconomowoc S.C.	Oconomowoc
Jan. 29	Jumping	Racine S.C.	Racine
Jan. 29	Central Jumping Ch.	Duluth S.C.	Duluth
Jan. 29	Jumping	Valley Win S.C.	Vausau
Feb. 5	Jumping	Blackhawk S.C.	Middleton
Feb. 5	Jumping	Briar Hill S.C.	Mesick
Feb. 5	Jumping	St. Paul S.C.	St. Paul
Feb. 4-5	4-Event Jump (Jr.)	Fergus S.C.	Fergus Falls
Feb. 12	Jumping	Gogebie R.S.C.	Ironwood
Feb. 12	Jumping	Glenwood S.C.	Glenwood
Feb. 12	Jumping	Wisc. Hoofers S.C.	Madison
Feb. 12	Jumping Ch. (Jr.)	Minnehaha Falls	Minneapolis
Feb. 19	Jumping	Minneapolis Falls	Minneapolis
Feb. 19	Jumping	Plymouth S.C.	Plymouth
Feb. 25-26	Jumping	Kivans S.C.	Iron Mt.

DATE	EVENT	SPONSOR	LOCATION	DATE	EVENT	SPONSOR	LOCATION
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OF COMPETITIONS

All listings subject to change due to snow conditions and other factors

Because competitive events are frequently postponed, rescheduled or canceled during the season, skiers wishing to enter or view a competition are urged to secure confirmation from the sponsoring club or ski area immediately prior to the race.

FAR WEST

Dec. 10-11	Mammoth Mt. D/S/C (OABC)	Mammoth Mt. S.C.	Mammoth Mt.
Jan. 14	Carnival Cup G.S. (OABC)	Big Bear W.C.	Snow Summit
Jan. 14-15	FWS A Dist. 5 G.S. Ch. (ABC)	Peninsula S.C.	Donner S.R.
Jan. 21-22	Springer Mem. S. (OABCV)	S.C. Alpine	Kratka Ridge
Jan. 22	Birthday G.S. (OABCV)	S. V.-L. T.S.C.	Squaw Valley
Jan. 22	Fresno S.C. Stan S. (BC)	Fresno S.C.	Yosemite
Feb. 11-12	B.B. Carnival D/S (Jr. I-V)	Big Bear W.C.	Lynn Lift
Feb. 11-12	Peer Gynt J/X-C (ABV)	Peer Gynt S.C.	Snow Summit
Feb. 18-19	FWSA D/S Ch. (Jr. I-V)	Mammoth Mt. S.C.	Mammoth Mt.
Feb. 19	4th Annual S. (BC)	Fresno S.C.	Yosemite
Feb. 21-22	J/X-C (AB)	S.C. Alpine	Snow Valley
Mar. 10-11	FWSA Dist. 7 D/S Ch. (C)	Dodge Ridge S.C.	Dodge Ridge
Mar. 11	Peer Gynt G.S. (ABC)	Peer Gynt S.C.	Snow Summit
Mar. 17-18	FWSA Dist. 3 D/S (BC)	Fresno S.C.	Yosemite
Apr. 7-8	Sil. Dollar Derby D/S (OA)	Reno S.C.	Reno Ski Bowl
Apr. 22	Silver Belt D. Inv.	Sugar Bowl S.C.	Sugar Bowl
May 27	Memorial Day G.S. (OABCV)	Mammoth Mt. S.C.	Mammoth Mt.
July 1	July 4th G.S. (OABCV)	Mammoth Mt. S.C.	Mammoth Mt.

PACIFIC NORTHWEST

Dec. 18	Arnold Lunn D. (MW; AB Jr.)	Cascade S.C.	Mt. Hood
Dec. 23	Olympic Tryouts	B.M.S.C.-W.F.W.C.C.	Spout Sprgs.
Dec. 23	X-C #1	Blue Mt. S.C.	Spout Sprgs.
Dec. 26	Olympic Tryouts	B.M.S.C.-W.F.W.C.C.	Spout Sprgs.
Dec. 26	Jumping #1 (OABV Jr.)	Blue Mt. S.C.	Spout Sprgs.
Dec. 28	Olympic Tryouts	B.M.S.C.-W.F.W.C.C.	Spout Sprgs.
Dec. 28	X-C #2	Blue Mt. S.C.	Spout Sprgs.
Dec. 30	Olympic Tryouts	B.M.S.C.-W.F.W.C.C.	Spout Sprgs.
Dec. 30	Jumping #2	Blue Mt. S.C.	Spout Sprgs.
Dec. 31	Portland Trail (MW; OABC Jr.)	Schnee Vog. S.C.	Mt. Hood
Jan. 1	Olympic Benefit J. (OABV Jr.)	Blue Mt. S.C.	Spout Sprgs.
Jan. 8	Internat. Inv. Intercol. 4-Event	U. of B.C.	
Jan. 8	S. & G.S. (MW; ABC)	Wash. S. Col. O.C.	WSC Ski Bowl
Jan. 8	Razorhorne G.S. (MW; OAB Jr.)	Komo Kulshan S.C.	Mt. Baker
Jan. 14-15	D/S (MW; OABC Jr.)	Skyliners	Hoodoo Bowl
Jan. 14-15	D/S (MW; OABC)	Sun Valley S.C.	Sun Valley
Jan. 14-15	Whitman College Inv.	Whitman Col.	Spout Sprgs.
Jan. 14-15	Schwagler Cup D/S/C (Jr.)	Yakima Val. S.C.	White Pass
Jan. 15	Stevens Stan #1 G.S. (MW)	Penguin S.C.	Stevens Pass
Jan. 21-22	Forelauser D/S (Jr.)	Forelauser S.C.	Stevens Pass
Jan. 22	Jump (OABV Jr.)	Wenatchee S.C.	Squilchuck
Jan. 22	Stan S. #1 (MW; OABC Jr.)	Schnee Vog. S.C.	Mt. Hood
Jan. 22	D/S (Jr.)	Skyliners	Hoodoo Bowl
Jan. 28	Walker Cup Inv. D/S (MW; Jr.)	Blue Mt. S.C.	Spout Sprgs.
Feb. 4-5	Jump (AB Sr.)	Kongsbergers	Kongsb. Hill
Feb. 4-5	Cranston Cup D/S (MW; Jr.)	Davos Dusters	Bogus Basin
Feb. 5	Stan #2 (MW; OC Jr.)	Penguin S.C.	Stevens Pass
Feb. 5	G.S. (MW; BC Jr.)	Tri-Pass S.C.	Hoodoo Bowl
Feb. 5	D/S (MW; Jr.)	Idaho S.C.	Lookout Pass
Feb. 11-12	PNSA D/S Ch. (MW; BC)	Husky W.S.	Stevens Pass
Feb. 11	Forelauser S. (MW; Jr.)	Forelauser S.C.	Stevens Pass
Feb. 12	Jump (ABV Jr.)	Spokane S.C.	Mt. Spokane
Feb. 12	Schnee Vo. Stan. GS (MW; Jr.)	Schnee Vog. S.C.	Govt. Camp
Feb. 12	Beta Beta Cup G.S. Inv. (Jr.)		Stevens Pass
Feb. 18	Intercol. 4-Event	Wenatchee Val. C.	Squilchuck
Feb. 18-19	PNSA D/S Ch. (MW; Jr.)	Yakima Val. S.C.	White Pass
Feb. 19	Wash. St. Col. GS/S (MW; ABC)	WSC O.C.	Ski Bowl
Feb. 22	All-City H. S. X-C/J (MW)	Seattle S.C.	Snoqualmie
Feb. 25	G. S. Ch. (MW; Jr.)	Davos Dusters	Bogus Basin
Feb. 25-26	Seattle D/S (MW; Jr.)	Seattle S.C.	Snoqualmie
Feb. 26	Jump (Jr.)	Davos Dusters	Bogus Basin
Feb. 26	Spokane G.S. (MW; ABC Jr.)	Spokane S.C.	Mt. Spokane
Feb. 26	Penguin Team G.S. (MW; O)	Penguin S.C.	Stevens Pass
Mar. 4	Intercol. 4-Event	WSC-U. Idaho	WSC Ski Bowl
Mar. 4	Annual D (MW; OABC Jr.)	Forelauser S.C.	Stevens Pass
Mar. 4	PNSA J. Ch. (AB; Sr.)	Cascade S.C.	Mt. Hood
Mar. 11	Schnee Vog. Inv S/3-Run (MW)	Schnee Vog. S.C.	Ski Bowl
Mar. 11	Jump (O)	Seattle Kousb. C.	Beaver Lake
Mar. 11	Stan #3/D (MW; OABC Jr.)	Schnee Vog. S.C.	Mt. Hood
Mar. 11	G.S. (MW; Jr.)	Idaho S.C.	Lookout Pass

PACIFIC NORTHWEST

Mar. 11	Ore Jay Cee D/S (MW; Jr.)	Blue Mt. S.C.	Spout Sprgs.
Mar. 11	NWISA 4-Event	U. of Wash.	UW Ski Area
Mar. 17-18	Wash. Inv. 3-Event (Jr.)	Washington A.C.	Snoqualmie
Mar. 17-18	S/J (MW; Jr.)	Payette Lk. S.C.	McCall
Mar. 18	AWS S (W; OABC Jr.)	AWS	Mt. Hood
Mar. 18	Forelauser G.S. (MW; OABC)	Forelauser S.C.	Stevens Pass
Mar. 24	Heather Cup G.S. (MW; Jr.)	Komo Kulshan	Mt. Baker
Mar. 25	Stand #3/G.S. (MW; C. Jr.)	Penguin S.C.	Stevens Pass
Mar. 25	PNSA J. Ch.-Jr. Sil. Ski D/S/C	Cascade S. C.	Mt. Hood
Mar. 30-31	Amer Legion 3-Event (Jr.)	Sun Valley S.C.	Sun Valley
Mar. 31	Kandahar D/S/C (MW; OAB)	Schnee Vog. S.C.	Mt. Hood
Apr. 1	Stand. #4 G.S. (MW; OABCV)	Penguin S.C.	Stevens Pass
Apr. 8	G. S. (MW; OABC Jr.)	Komo Kulshan	Mt. Baker
Apr. 8	G.S. (MW; ABC Jr.)	Bremerton S.C.	Stevens Pass
Apr. 8	Ore. Intercol. Ch. D/S (MW)	Portland State	Ski Bowl
Apr. 15	Daffodil Cup (MW; OA)	Totem S.C.	Mt. Rainier
Apr. 22	G. S. (MW; OABC Jr.)	Treda S. C.	Mt. Hood
Apr. 29	Golden Poles G.S. (OAB)		
May 5-6	G. S. (MW; OABCV Jr.)	Komo Kulshan	Mt. Baker
May 27	G. S. (MW; OABCV Jr.)	Komo Kulshan	Mt. Baker
July 4	Heath. Cup G.S. (MW; OABCV)	Komo Kulshan	Mt. Baker

INTERMOUNTAIN

Jan. 14-15	Snow Cup	Jay Cee	Alta
Jan. 21-22	Jackson H.S. Race		Jackson
Feb. 4	ISA G.S. Ch. (Jr.)		Snow Basin
Feb. 5	ISA J. Ch. (Jr.)		Snow Basin
Feb. 11	Kaudsen Cup	Salt Lake S.C.	
Feb. 18-19	ISA D/S Ch. (Jr.)	Jackson S.C.	Jackson
Mar. 5	ISA G.S. Ch. (AB)	Brighton S.C.	Brighton
Mar. 10-11	ISA D/S Ch. (AB)	Usquebaugh S.C.	
Mar. 17-18	ISA D/S Ch. (C)	Usquebaugh S.C.	
Apr. 1	Landee Mem. J.	Sr. C. of C.	Alta

CANADA

Dec. 30	Inv. Jump	Midland S.C.	Midland
Jan. 14-15	4-Event Inv. Meet		Huntsville
Jan. 14-15	Inv. X-C	Volma A.C.	Flesherton
Jan. 21-22	North Zone D/S/J (Sr.)		Flesherton
Jan. 22	South Ont. D/S (Jr.)		Collingwood
Jan. 28	Ont. D/S (MW; Sr.)	Toronto S.C.	Mont Tremblant
Jan. 28-29	Taschereau Race	Mont Tremblant	Midland
Jan. 29	Ont. X-C/J (MW; Sr.)		Sudbury
Feb. 4-5	North Zone Inv. X-C (Sr.)	Jehu A.C.	Mont Tremblant
Feb. 5	Ryan Cup	Mt. Tr. S.C.	Mont Tremblant
Feb. 5	South Ont. X-C/J (Sr., Jr.)	Chicopee S.C.	Kitchener
Feb. 5	Carlings Ski Patrol Comp.		
Feb. 10-11	Que. Div. Ch. (Jr.)	Shawinigan-F.S.C.	Shawinigan-F.
Feb. 10-11	Nat. D/S Ch. (MW; Sr.)		Collingwood
Feb. 11-12	Inv. X-C	Sampo A.C.	Sudbury
Feb. 12	Nat. J. Ch. (Sr.)		Midland
Feb. 17-18	Ont. Intercol. (Jr.)	Onapng-Nickelton	Sudbury
Feb. 18	Spring Internat. J. (O)		Lac Beauport
Feb. 18-19	Ont. 4-Event Ch. (Jr.)		Sudbury
Feb. 18-19	Ladies International		Val David
Feb. 25-26	Nat. J. Ch.		Northland
Feb. 25-26	Nat. X-C Ch. (Sr.)		Sudbury
Feb. 25-26	Nat. 4-Event Ch. (Jr.)		Port Arthur
Feb. 26	South Ont. D/S (MW; Sr.)	Oster Bluff S.C.	Collingwood
Mar. 4-5	Kandahar	Mont Tr. S.C.	Mont Tremblant
Mar. 10-11	Que. Div. S/D	Ottawa S.C.	Ottawa
Mar. 10-11	North Ont. Intercol. (Jr.)		
Mar. 17-18	Que. Div. J/X-C		
Mar. 17-18	Inv. X-C	Union Com. S.C.	Lac Beauport
Mar. 24-25	Inv. X-C	Alerts A.C.	Sudbury
Mar. 25	Que. Div. S/D (W)	Echo A.C.	Tarnwell
Mar. 25	Eastern J. Ch.	C.E. St. Castin	Lac Beauport
Mar. 31	Sugar Slalom	Ottawa S.C.	Ottawa
		Onapng S.C.	Sudbury

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For younger readers . . .

Pick-up team

How can you practice slalom with a bunch of kids hanging around you?

by JOHN VERNON

MIXED FEELINGS of futility and renewed determination came over Carl as he scanned the bulletin board and failed to find his name among those who would make the trip to the first meet of the season. His fingers ran distractedly through his blond crew-cut and then his jaw set firmly as he turned abruptly away and vengefully stiff-armed his way through the swinging doors of the gym building and into the crisp, cold air outside. His strong legs propelled him down the long string of cement steps at the building's entrance and on to the sidewalk toward the dormitory. He was so preoccupied that he failed to notice Matt Evans, the varsity ski coach, fall into step beside him.

"You look a little discouraged, Carl."

Jerked quickly from his stone-kicking reverie, Carl could only greet him and murmur something about practicing harder in the future and then relapse into silence as they strode along.

"I feel I owe you a little explanation about leaving you here this weekend, Carl," continued Matt. "You probably think you're getting a raw deal, but look at it this way. Admittedly you're one of the better skiers on campus. Your technique is better than some of the other seniors who are making the trip, and that's where our trouble lies. We're loaded with seniors, and none of our underclassmen are getting the experience they'll need to be good in the future. Can you understand that?"

In response to Carl's continued silence, Matt, somewhat taller than Carl, placed a fatherly arm around his shoulders and said, half smilingly, "Look, you're young, and it's to your credit that you feel bitter now; you wouldn't be worth much if you didn't,

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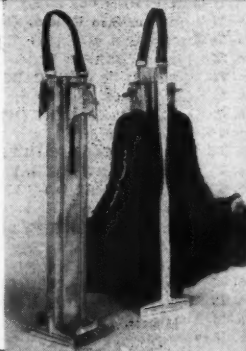
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but some day you've got to see that there's more to skiing than racing on a team. If there weren't, the sport wouldn't have lasted as long as this."

These seemed like odd words to be coming from the team's coach, but it made Carl feel better to have Matt speak to him this way. However, when they said good night outside the dormitory Carl was vowing inwardly that it would not be he who was left behind on the next trip.

The team had left campus Thursday evening after supper to give themselves a day's practice on Friday before the weekend's competition. This left Carl with a free afternoon, and he determined to make the most of it. The other team members who had not made the trip were either studying or pleasure skiing at an area just across the river from the college. He heaved a sigh of relief as the last class of the day was dismissed, and he went directly to the locker room. He dressed quickly in his almost severely plain ski clothes, and carefully laced his handmade boots, feeling and savoring the tension as each set of hooks was secured. These boots had cost him more than he could really afford, and caring for them and putting them on was a ritual that never failed to please him.

After ironing on a little wax, he walked the half mile to the practice hill. "Good," he thought as he looked up at the slalom hill, "I've got the place pretty much to myself. Those kids on the side won't bother me."

He gathered a bundle of slalom flags, shouldered them along with his skis, and as he trudged up to the steeper part of the hill, amusedly watched the group of younger boys struggle vainly with a flush they had set. Carl purposely set his first course rather simple: a few open and closed gates with one hairpin thrown in, something easy for a warm-up. Skiing smoothly, he ran it once and felt a surge of confidence as his edges bit in sharply and his rhythm and timing blended to give him the effortless precision that makes slalom such an art. He noted that the snow was packed hard enough so that no bad ruts appeared in the gates, and he climbed back to the top for another run. This time he attacked the course, poling between the gates, skating out of the turns to gain position for the next gate, and worked his way through. "Not as smooth as the first run," he mused, "but definitely faster. If I can keep this up for a couple of weeks I'll have what I want."



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After running the course once more he changed it completely, tightening it up and placing the gates around difficult bumps and gullies. He became so engrossed in what he was doing that he failed to notice the audience that had moved over from the other part of the hill to watch him. He looked up to see four rather nondescript young characters watching him intently. "What is this?" he thought as his glance took in their battered skis, billowing ski pants complete with dirt spots, oversized sweaters with rolled-up sleeves, carefully taped bamboo poles, and on their foreheads, large goggles whose main function was to keep the loose-fitting stocking caps in place. He wanted to laugh, but instead greeted their serious faces with a solemn, "Hi, boys."

Their immediate grins showed some signs of relief as they all returned his greeting. "Hey, Carl," spoke up one, "can we help you pick up flags?"

Carl's first reaction was to tell them to get lost, but he couldn't quite bring himself to say that, so his reply was a guarded, "It's all right with me if you want to, but stay out of the way."

As if at a signal, the four eagerly placed themselves along the course and waited for Carl to run it again. "How did you know my name?" asked Carl as he climbed past one of the boys. "You fellows aren't any more than freshmen in high school, are you?"

"Oh, we know all the guys on the ski team," said the boy, and then added as he pointed out his companions, "I'm Tim, that's Andy, that's Pete, and that's David."

This reference to the team brought Carl sharply back to the business at hand. He knew that the boys would just love an invitation to try to run the course, but he would be damned if he was going to stand around and waste his time while they hacked through it. He pushed off this time, worked hard on the way down, but he didn't have it. He could feel himself turning later and later on each gate as he struggled to hold his line, losing precious time all the way down. He felt like apologizing to the kids for such a poor run, but even after that miserable performance he could see the obvious admiration in their eyes so he let it go at that.

After that last run his enthusiasm lagged a little and instead of climbing back up he decided that he would let the kids try it once and then have them take in the flags and call it a day. The afternoon was not yet over, but he had had a good workout and thought

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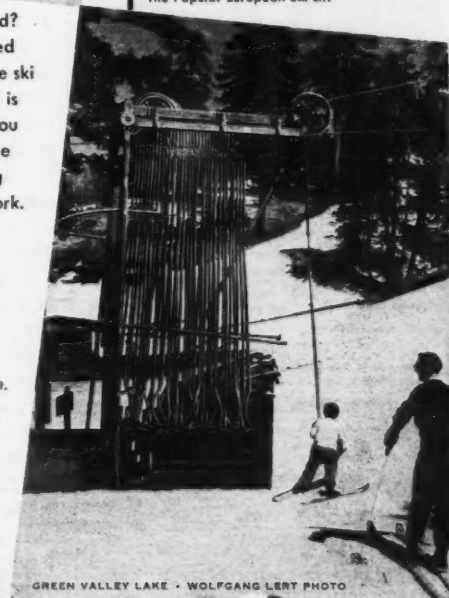
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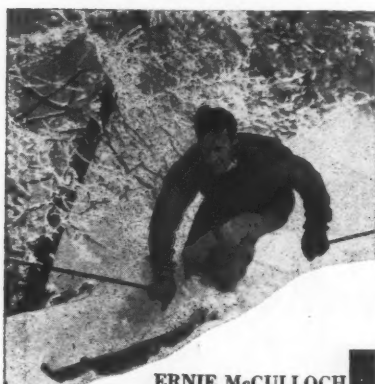
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it might be wise to stop. He yelled to Tim, who was nearest to the top, to go ahead and try it. Tim quickly moved up the few steps to the starting point, hesitated nervously for an instant, and pushed off. He made the first three gates fairly well, but Carl could see him sitting farther back as he lost control of the skis. He lost them completely as he entered the hairpin and his feet shot out from under him. All Carl could see was a tangle of arms, legs, skis, and poles as Tim catapulted into the deeper snow at the side of the course.

Carl cursed himself for a fool as he hurriedly climbed toward the slightly moving Tim. He should have known better than to let these kids try to run a course that he had set to tax his own ability. When he got there the other boys had helped Tim to his feet. Although shaken up, Tim appeared to be intact.

"Kind of a tough course," Carl muttered awkwardly. "You sure you're all right?"

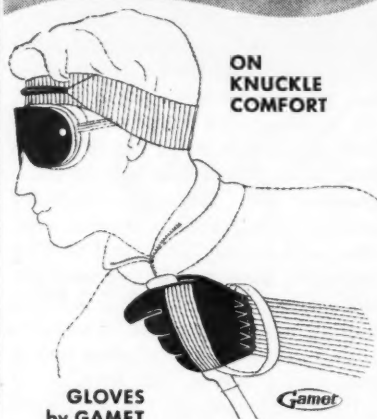
"Sure, Carl, I'm okay. Let me try it again," Tim replied, blinking and sniffing a little as he started to sidestep back up to the start.

It was clear to Carl that Tim's heart was not really in the attempt, but rather than fail in front of Carl he was ready to try it again, and so were the other three. This display of courage on the boy's part put Carl on the spot, for he obviously could not let them hurt themselves, nor were they likely to quit on their own. Hurting their pride by refusing to let them run was also out of the question. There seemed no way out but to suggest, "Hey, boys, let's take these flags out and move them over to where you were skiing before. We can work on some slalom fundamentals there; it's too steep to learn much here." The opportunity to train with and get some coaching from a member of the college team was almost too much for them, and they stumbled all over themselves in their haste to move.

Carl set a series of six open and closed gates on a good smooth spot, and they started to work. From time to time he thought of the practice time he was wasting, but the boundless enthusiasm of the boys as they hurried back to the top of the hill, jockeyed with each other to be the next to run, and competed to make the best showing, took his mind off everything else, and darkness came almost as a surprise.

They walked back together after they had put away the flags, each boy shouldering his skis exactly as Carl did, carrying his poles the same way, and skip-

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ping every few steps trying to match Carl's longer strides. Carl had to smile to himself at this, but took no outward notice of their mimicry.

Tim, who appeared to be their leader, spoke up, "How come you didn't go with the rest of the team this weekend, Carl?"

He thought he'd be more sensitive about that question, but his reply slipped out easily, "Guess I just need more practice, Tim."

"Does that mean you'll be out again tomorrow? It's Saturday, you know, and we don't have to go to school. Can we practice with you again?" The words came from them in a rush, and they waited hopefully for Carl's reply.

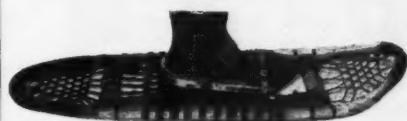
Their questions continually caught him off guard, and after he had agreed he had a mental picture of another day's practice wasted. But he had had a good time that afternoon, and the more he thought of it, the less he minded the idea of skiing with them. He slept well that night.

Saturday morning, Saturday afternoon, and Sunday afternoon were a repetition of the first day. They met, skied hard, and had a lot of laughs together. Carl came to know each boy better, and he got quite a kick out of their eagerness and from the improvement that was apparent even in that short time. And the boys knew and admired Carl more than ever. They even tried to hammer a crease into their balloon-like ski trousers, but this effort met with little success.

The team was scheduled to return around ten o'clock Sunday night, but Carl was too tired from the day's skiing and a few hours' studying to go and meet them. He went to bed early and with a strange, for him, indifference about the next day's practice.

By the time practice started Monday afternoon Carl had regained his drive. The team had been edged out by their rivals from the next state, and the defeat had made less secure the starting positions of the squad members. Competition among themselves was again at the throat-cutting level, but throughout the week's workouts Carl more than held his own. In fact his improved showing was the subject of more than one evening bull session among the other students. It was just a matter of routine to read the team list posted for that weekend's meet; Carl knew he could not be left off. Strangely enough, however, it didn't bring him the elation that he had anticipated.

Emerging from the gym, Carl spied four familiar figures lounging, too



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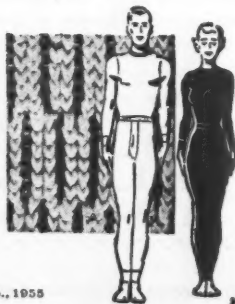
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casually, against the building. "Hi, Carl," they spoke almost in unison.

"Hello, boys," greeted Carl, "why aren't you out skiing?"

"We thought we'd take the afternoon off and come over here," said Tim as they all tried to fall in step beside him on the snow-banked, narrow sidewalk. "We heard you made the team for this weekend. That's great."

"Well, thanks a lot, fellows," he laughed, "I guess it must have been your coaching that did it."

They walked on for away before Andy offered glumly, "I guess you won't be around to ski this weekend."

"No, I won't, but that doesn't mean that you can't practice yourselves."

"It's not as much fun as when you're there," blurted Pete.

"Cut it out now," laughed Carl as he reached out and pulled Pete's cap down over his eyes. But he could see that the boys were keenly disappointed and had come all the way from their school across town to tell him this. "I don't want to sound like a preacher," he continued more seriously, "but if you guys can't stick to it any better than this, you're never going to make that high school team next year. Now here's what we can do. I want you to work out by yourselves this weekend, and we'll see if we can't get you all entered in one of the junior championships later in the season." As soon as he had made this rash statement he thought bitterly that he had better shut up before he promised to buy all of them new skis, and he wondered just how he could make good on what he had just promised. The boy's disappointment, however, quickly turned to eager conjecturing about this new possibility that had been placed before them. Carl's thoughts turned to the coming meet.

The meet that weekend proved to be a success for the team because they won, but a failure for Carl. He skied steadily in the downhill, had what he felt must be fast time, but placed only seventh. The slalom proved even more disastrous. He was determined to make a better showing, pressed too hard on his first run, caught a tip on a flag which spun him around and flipped him over backwards—out of the running.

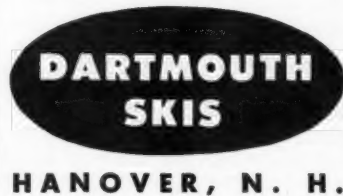
The next week marked the time for the final cut of the ski team. Carl performed steadily, if not brilliantly, in practice, but could not be sure of his status. Whatever doubts he had were dispelled on Wednesday when Matt called him aside after practice. "Carl," he began, "I've been pretty hard put to decide just whom I was going to

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keep on the squad this year, but it looks as if I'm going to have to drop you along with Fred and Henry. We've talked it over before, and I think you understand the situation we're in.

As soon as Matt had started to speak, Carl knew what was coming, but now that the ax had actually fallen, he didn't mind it as much as he had expected. He surprised Matt and himself by smiling as he replied, "Forget it, Matt, I only hope that you have good luck the rest of the season."

Matt's face showed a relieved smile at this, and he changed the subject abruptly by inquiring, "Who are those four admirers of yours who have been hanging around the last couple of weeks?"

"Oh, them, just some kids from the junior high school that I've been skiing with off and on. They're good kids though, and they certainly are eager. Tell them something once and they'll break their necks trying to do it. They'll be good someday if they keep it up and find someone to give them a little help."

Matt looked at him for a second and said, "I would say they have already found someone, wouldn't you?"

"Well, I guess they have," he replied thoughtfully after he had caught Matt's meaning. He felt rather good as he began to think about his ragged crew, and his mind raced ahead as he made plans for them for the rest of the winter.

Matt and Carl shook hands as they parted in front of the dormitory that evening, something they didn't usually do, and Matt's parting remark was, "Good luck with your team, coach." And as Matt continued on his way home he enjoyed a satisfied feeling very much like that of Carl's, but his came from watching a boy growing into a man and knowing that he had had a part in it.



SKI, DECEMBER, 1955



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 Thurs., Feb. 23 Vera Piroulet's 5th Annual Three-Countries Alpine Ski Tour
 Sat., Feb. 25 Marsha Toy's Spring Skiing in the Alps
 Sat., Mar. 3 Frank Scofield's 6th Ann. Ski Safari
 Sat., Mar. 10 Paul Valer's 5th Annual Spring Skiing in Davos & the Grisons
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*January Departures include the 1956 Winter Olympic Games Special Christmas Holiday packaged ski trips - weekly departures

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SEAMLESS INNER BOOT molds readily to any shape foot firmly, comfortably.

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F. H. WIESSNER, INC.

Makers of Wonder and Fall-Line products
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An old-timy piece . . .

Simpler spelling in the sno

by GEORGE CARROLL

THERE is a saying in the theatre:
everyone wires the author of a new
play on opening night, but it's the second
night he really needs a friend.

Just half a century ago, the American
who first figured there might be
money in snow—that a good blizzard
might mean a better balance sheet—
was looking for all the friends he could
find. It was the winter of 1905-06. The
destinies of the nation (in case you
weren't around then) were being
guided by the first Roosevelt; women's
suffrage was becoming a real issue;
New Yorkers were becoming just a
trifle blasé about their year-old sub-
way. And three hundred miles to the
north, in the tiny Adirondack com-
munity of Lake Placid, the late Dr.
Melvil Dewey was assuring his associ-
ates that their pioneering venture of
the previous winter would now start to
pay off.

In November 1904, Dr. Dewey had
notified the members of his ten-year-
old club that it made no sense—he
spelled it "sens"—to lock the doors when
the first snowfall mantled the peaks of
Mt. Marcy, MacIntyre and Whiteface.
The notion that there was something
inherently unhealthy in remaining out
of doors in the winter—even in the
zero-ish winters of the Adirondacks—
was an old wives' tale. If the individual
was properly dressed for it, outdoor
recreation in wintertime could be
highly invigorating and conducive to
good health.

On that premise, the traditional win-
ter activities of skating, coasting, ice
hockey and sleigh-riding could be
welded into a daily program which
many would enjoy. More importantly,

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Featuring for absolute fit...
the full-length inner boot



only **37⁵⁰**

Here is a boot that performs as superlatively as the skier who designed it! Not a strap to mar its clean, simple lines. So beautifully crafted, it will hug and support the foot after years of wear. New, narrow soles encourage precise turning. For racers or recreational skiers.



SEE INSIDE FOR OTHER IMPORTANT SWISS HENKE BOOT NEWS



SWISS

Henke

SKI BOOTS

**"A SKIER IS NO BETTER
THAN HIS BOOTS"**

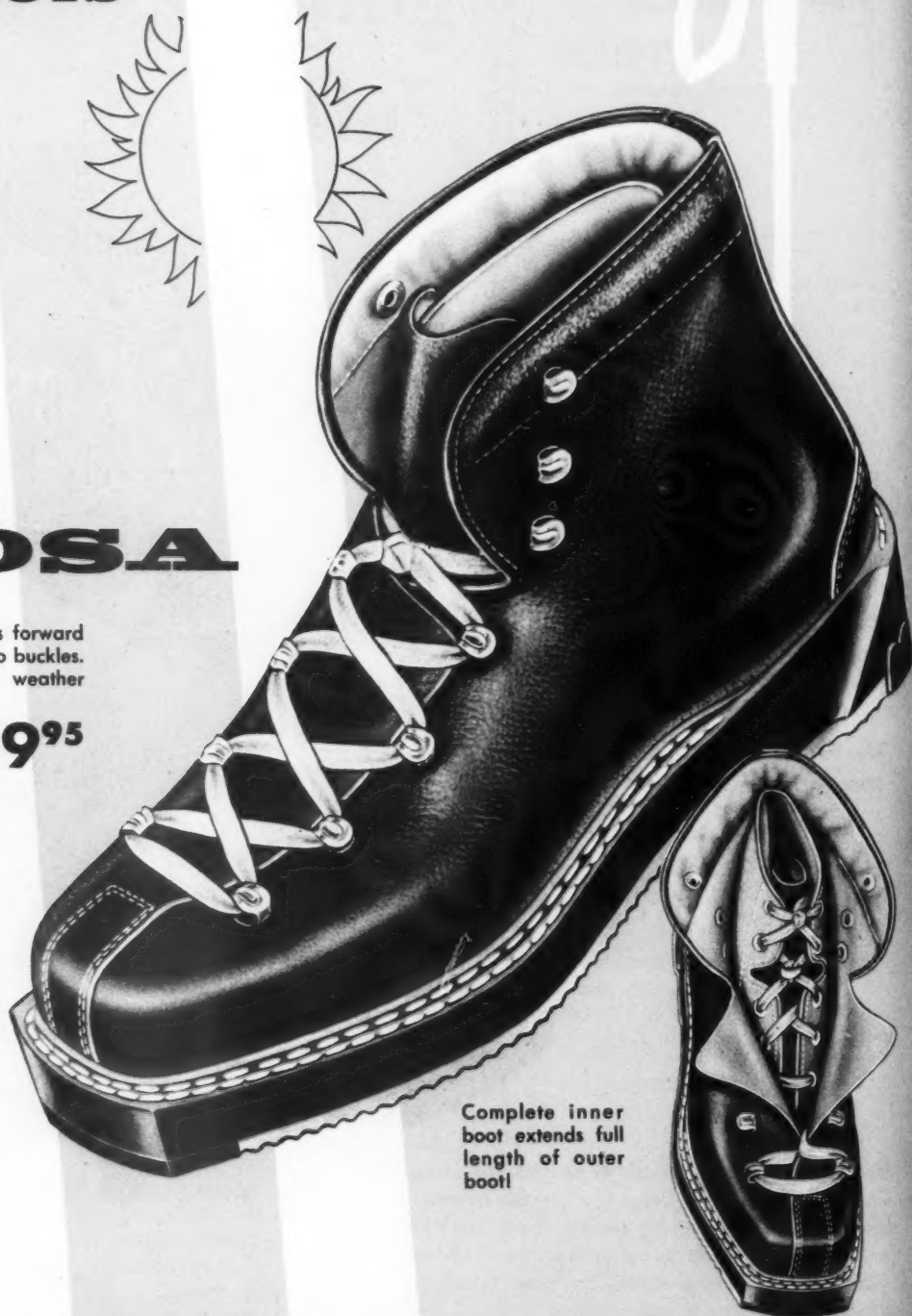
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Complete inner
boot extends full
length of outer
boot!

In all the world — no better boot than

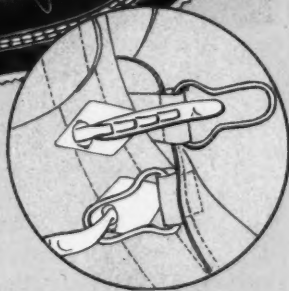
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Biggest news on the slopes! A boot that closes in a flash with phenomenal, foot-hugging tenacity. A sensation in Europe last winter; first time here. Be sure to see it!

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Patented Snap Links can't loosen as you ski — give boot absolute fit — give skier greater confidence!

No more frozen fingers! Flip it open . . . flip it shut . . . tighter or looser. And keep your gloves on!

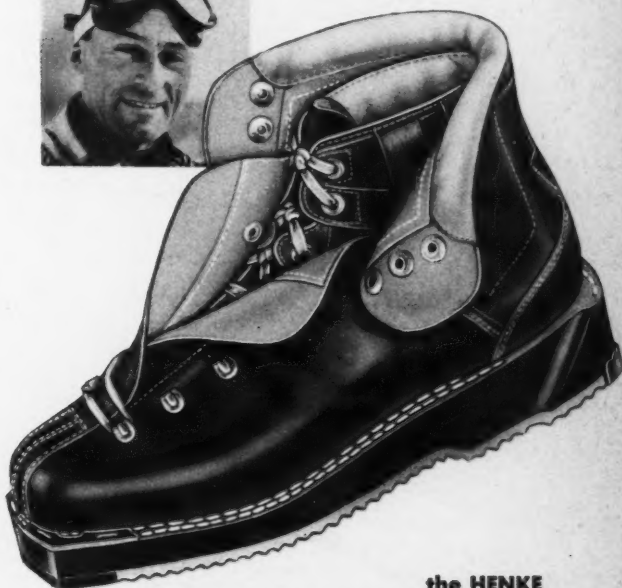
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Masterpiece of boot design . . . for racing, for recreational skiing.

Designed for the pro, but enthusiastically worn by all skiers. Double straps on inner boot ingeniously tighten to give additional support. Extremely sleek; no straps. Superb value.

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in leather... **\$10⁹⁵**



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With air-filled pockets at the "FIT ZONE" that hug and cushion every contour of the foot.

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Airfit feature built into Slalom model.

The "Fit Zone"—Where every skier's foot contour differs. Now Henke solves the "Fit Zone" problem! First you lace it up. Then, in seconds, you fill up the built-in pockets with the exact air pressure to give you your own absolute, perfect fit. No need to "tighten up" laces on the slopes—merely adjust pressure. Wear it yourself and learn what real fit really is!

GIVE IT A SQUEEZE — IT FITS WITH EASE!

Just insert pocket pump into hidden valve and zip in exact air pressure.

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IT FITS WITH
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IN THIS PICTURESQUE BUILDING on the Swiss Rhine, hundreds of artisans produce the boots you see on these pages. Here is the world's oldest and largest ski boot factory, directed by world-famed Hermann Henke.

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GOOD BOOTS MEAN GOOD SKIING AND THAT MEANS

Henke



Melvil Dewey loved to walk in the snow

there was now something new which could be added: *skiing*. The club had purchased a dozen or so pairs of the long, wooden boards. The slopes of the golf course, the miles of logging trails and woods roads nearby opened up unlimited possibilities for their use. As always, Melvil Dewey argued well. Even so, less than twenty hardy souls, including the Dewey family, tried the noble experiment that first winter at Lake Placid. Far from suffering any injurious effects, all emerged in the spring in better health than ever.

Even the America of 1906 had its scattering of winter sports clubs. It had skiing of a sort—mostly ski-jumping, and mostly in the middle west with its large Scandinavian population. But this was different. This was the winter sports *vacation*. It was for non-Nordics, too, and for pay. Would the idea catch on? Would people—city people—spend good money and travel hundreds of miles for the privilege of sliding about on ice and tumbling around in snow with long wooden boards strapped to their feet? Ice had been sold for years but only in cakes and for purposes of refrigeration. But snow! Whatever small children might think of it, to the average adult American of those days snow was a nuisance, to say the least. Snow meant arduous, back-breaking hours with a shovel. It meant the break-down of communications, blocked roads, missed trains. It meant sniffles, and worse. Could you now “sell” the stuff—transform it into something to be sought after, desired? True,



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In Sun Valley Red or White smartly styled to flatter the figure—for men, women and boys. Shrink resistant fabric—launders easily. Ask for Duofold at better stores everywhere or send coupon below for free fabric sample.

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Please send me free sample swatch of Duofold fabric, details on Duofold Ski Underwear and name of nearest dealer.

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An early Sno Bird at Lake Placid Club

they had done just that in Europe. But here?

The answer, it seems, was yes. You could do all this, and the Lake Placid Club proceeded to do it. Records are somewhat vague as to the precise number who responded to the call that second winter. But it was a distinct increase over that first year, and the next year was even better.

"We estimated," the club's founder wrote to his members about this time, "that we might sink \$5,000 the first year because of heavy fuel cost and small numbers. More [persons] than we had estimated came last winter and instead of losing \$5,000 we fully paid all expenses . . . There is no longer any doubt of the practicability of winter opening. . . ."

Nor was there any doubt that the key to this success was the new sport of skiing. Equipment? Those early skis were long and heavy and must have been a dilly to steer. Poles? The skier of 1956 will whiz down the slopes nonchalantly flicking a pair of streamlined sticks whose weight he will scarcely feel. His progenitors ventured forth armed only with a single pole of broom-handle proportions. This they swung mightily from side to side much as the gondolier uses his sweep.

Nevertheless the sport had arrived, and it was here to stay. As early as 1909, the club's founder was saying exactly that in print, and in the simpler spelling for which he was famous:

PLAY SAFE this winter!

Starlock release action saves the legs! Most wanted Safety Ski Bindings!



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"Skiing is rapidly pushing for first place in winter sports. Its growth at the Club has been manyfold in 4 years. Coasting and tobogganing, ice shuffle-board . . . even skating hav only a limited field, but the ski runner looks out over the mountains and valleys and says 'The world is mine.' . . . Skiing, like golf, has come to stay."

Then, in 1915: "The new ski room of triple size is stil crowded and the golf cours is pakt down by 100's of skis so it looks as if a hevvy roller had been run over it." (Curiously, the day was to come when the packed effect of a heavy roller was precisely what skiers were to prefer and area operators were to labor hard to achieve.)

In 1918, the famed blue-and-white emblem of the Sno Birds was still a few years away, but even then Lake Placid's pioneer was urging followers of the new sport to band together. An issue of his winter publication of that date says: "Form a ski club. Get skis, lern to uz them with skil and others near yu will be unabl to resist the fasionation for runs together and then each year [now for the sales pitch—Ed.] cum here in a bodi and enjoy 20 myls of ski trails just opend thru the forest."

And then, finally, it had come. Skiing was king! "Ski is king." (This is the same publication in 1919.) "In the last 3 years there has been a revolution. Snowshoes have become a back number, and everybody from 5 years to 70 is adopting ski . . . Truly ski is king."

Ski was king. Or would be in a few short years. The Adirondacks, New England, the Rocky Mountains, the Laurentians, the far west were soon paying their allegiance. Came the glamour resorts—Tremblant, Smuggler's Notch, Sun Valley; the glamorous names—Schneider, Rybizka, Pfeiffer, Schniebs. Came Pabst, Ryan. Came Lowell Thomas; came far-journeying Jay. Came publisher Eldred and his SKI to record all this for our edification. The tow made of rope was outmoded by the inverted T and the cable of steel; the T-bar yielded to the chair; the single chair to its twin.

And so, over the years, it has gone.

That first timorous sliding on Lake Placid's slopes and trails looks ludicrous in the light of today's hell-for-leather, mile-a-minute ski running. Nevertheless, it *was* a beginning. Those early shadows on the Adirondack snows were foreshadowing a new kind of American holiday, one which would ultimately attract its devotees by the millions, and measure its monetary worth in the same astronomical terms.



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COMPACT - GUARANTEED FIT

DEXDAHL Ski Trees

\$2.95

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A bit of whimsy . . .

Eight Dollar Mountain

by BILL BREYFOGLE

We are privileged to present, well in advance, some of the findings of Prof. Dr. Anton Erdengruber, of the International University in Greenland, who will be born some 50,000 years hence. Professor Erdengruber lives in a world in which the polar ice-caps have melted, coral occurs in the Gulf of St. Lawrence, oranges grow in Spitzbergen, and snow is only a legend. As an archaeologist, Professor Erdengruber's job is to investigate the distant human past, and this has led him to the mountains of what were, in our time, the western United States—say, Colorado. What follows is by Professor Erdengruber.

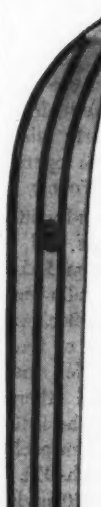
COMPARATIVELY little work has been done on the parts of the ancient continent of North America that were never submerged by the rising waters of the oceans. Investigation of the great submarine sites of New York and Chicago suggested, indeed, the existence of a hinterland tributary to those cities. But until recent years that hinterland has never been explored. It was this neglect that recommended it to my attention. We began our excavations at a spot called, unless our linguist was at fault, Eight Dollar Mountain. The derivation of this term is extremely obscure.

We were able to distinguish between three cultures, of which the first, and lowest, deserves only passing notice. The skeletal remains at this level showed affinities with the Mongolian, the artifacts were beneath contempt, and presumably the existence of the people was wretched. Superimposed upon this lowest level were the much

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All models equipped with plastic soles, plastic top edges, off-set Solomon Super Competition steel edges. Selected laminated hickory. No other ski gained in popularity so rapidly among competitors and skiers last season. You will find Rossignol skis displayed in all leading shops throughout the U. S. and Canada. Improve your skiing, gain more confidence, make skiing more pleasure by using Rossignol. Ask your authorized dealer about the above models! Exclusive distributors in the U. S. & Canada. Write for free Catalogue.

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North Shop in the Country

A friendly, unhurried atmosphere where close attention is paid to correct ski wear and equipment—and proper fitting.

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A carefully selected choice—by ski specialists—of imported and domestic ski equipment and clothing for the beginner and expert. Complete repair and rental service.

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4 Bedrooms & large dormitory
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richer and more abundant remains of a culture we have named that of the Miners (*Bergbauwerker*). It would appear that in their cult a place of great honor was assigned to the metallic element, silver. They were a people little given to the arts, gregarious, belligerent, and addicted to strong drink. For reasons that remain in doubt, their stay at Eight Dollar Mountain was comparatively brief. Possibly the mines they worked were exhausted.

They were succeeded by the most puzzling race of whom any record exists. These were the Skiers, so named from their totem, a pair of narrow boards turned up at the tips. Of their origin nothing is known, but their enterprise was prodigious. They built elaborate communal dwellings, thought to have been temples, since the sign of the totem appears everywhere. On the slopes of the neighboring mountains they were at pains to clear long strips, though these were never planted, and here and there they erected curious towers, each with a steep approach. One archaeologist studied drawings of these attenuated and eccentric structures and, on no other evidence, concluded that the Skiers were sun-worshippers and these their observatories. Anyone who has done actual work in the field knows that they worshipped only their totem.

The answer to the problem of these Skiers is certainly not simple. They are, in fact, a most enigmatic people. How they supported themselves is a profound mystery. There is no evidence of agriculture, manufacturing or trade. The only weapon found among their remains was a small pistol with a half-empty box of blank cartridges—not to be compared with the formidable firearms almost universally carried by the Miners. Yet this apparently idle and certainly unwarlike race lived in the utmost luxury and, one must suppose, contentment. Their communal dwellings were fitted out with every facility for conviviality, and their kitchen mid-dens offer a much greater variety and incomparably greater numbers of empty bottles than those of the Miners—though these latter are not to be despised as tosspots. The Skiers possessed a variety of musical instruments, and their larger assembly rooms were decorated with a lively feeling for color and design. And all this in a remote and inhospitable location, far from any urban center of the time. What is one to think of so improbable a people?

The suggestion has been advanced

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A famous model, adopted by the French National Ski Team, that incorporates a full boot within a boot. Sizes for men and women. There are two other Deluxe Models available: the "Chamonix" and the hand-made "Olympic".



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These boots are leather lined, have seamless vamps and hard rubber lug soles. Priced from \$24.50 up. Sizes for men and women.

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that they were a kind of fraternity or brotherhood who resorted to this secluded spot to practice secret rites. If so, they are an anomaly among such orders. They were not celibate, for the sexes are represented in about equal numbers. They were neither abstemious nor ascetic, and all evidence indicates that they were light-hearted to a degree. It is very seldom that an archaeologist must try to explain the occurrence of human happiness.

Perhaps they are best left as a kind of footnote, scarcely to be deciphered, to the long history of mankind. Within the present framework of our knowledge, they are not to be classified. They do not fit into any of the recognized categories. They did nothing useful in their time, and they seem to have had a singular indifference to what later ages might think of them. The earlier society of the Miners had clearly defined business at Eight Dollar Mountain; the Skiers, so far as we can tell, had none. Unless it was to raise questions that cannot be answered.

At this distance in time, many of their customs and activities must remain forever unexplained. To some extent, this is true of all ancient cultures. But what chiefly perplexes us about the Skiers is not their strangely shaped towers or their withdrawal from the world or their ubiquitous totem. Baffling though they are, these are minor matters. The major matter is that here is one of the rare instances of a society which apparently proposed enjoyment as its chief purpose on earth.

Industrious the Skiers were not. But to reach their uniformly high level of physical development they must have been an active people. Since they did not admit economic compulsion, this activity was a matter of their own choice. Everything we know about them points to an exuberance of animal spirits proof against even the rigors of the climate of their time. One has the feeling, somehow, that they would think it a huge joke to be investigated by a mystified archaeologist.

Their secret is still their own. The vastly more elaborate culture of New York has lent itself to elucidation, except for certain aspects of the district known as Brooklyn. But, to borrow an old metaphor, the records of the Skiers are written in water. Or, bearing in mind the cold winter they knew, in snow. Scientists can and do create snow as a laboratory curiosity, but they cannot reproduce the records once written in it. This is our misfortune. The records would make absorbing reading.

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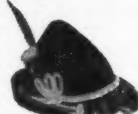
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Safety bindings

with binding guide

Skiers, though hardly the most cautious of mortals, have always made a great show of concern over safety; and even more demonstrative than their controversy over uncontrolled downhill racing has been their never-ending discussion over the various



German release binding, patented 1909

means of attaching their fragile limbs to that fibula-spiraling lever, the ski. Even before the turn of the century, Huitfeldt's invention of the toe iron and Zdarsky's rat-trap Lilienfeld binding were greeted with horrified looks and prophecies of carnage. The first release bindings were invented at a time when most skiers attached ski to boot with something appropriately called a "harness" rather than a binding. Of these the best known was Austrian jumper Sepp Bildstein's heel strap with a lever that snapped open and released the foot under severe strain. The same principle is used in children's cable bindings today, and in the Goodman, the first safety binding developed by the Goodman brothers. Meanwhile most skiers preferred toe irons in combination with longthongs or with the various closures that evolved from Ellefsen's front throw and culminated in the modern cable binding. The popularity of the cable binding strongly influenced the development of safety bindings, most of which even today operate in conjunction with a cable. The tension exerted by the spring-cable suggested that traditional toe irons were no longer indispensable, and inventors have concentrated largely on improvising toe pieces that would free the boot under severe or unusual stress. Although many different types of release bindings have appeared in recent years, including some radical and ingenious ones, the toe-release type has remained the most popular.

How safe?

How safe are safety bindings? Till recently, accident statistics have shown little or no difference in safety between re-



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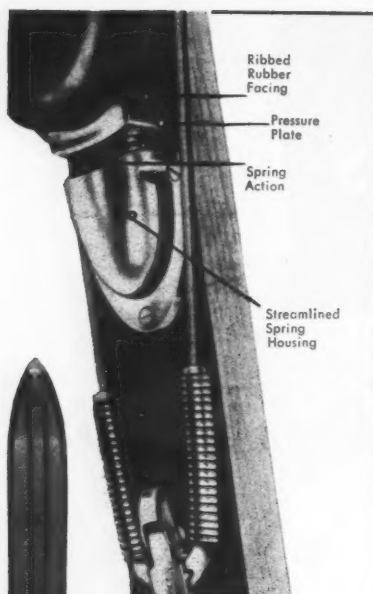
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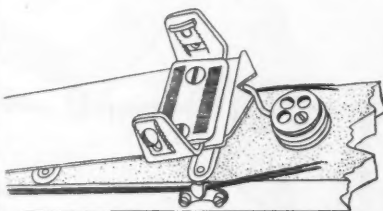
EQUIPMENT

lease bindings and conventional bindings. However, it has also been pointed out that most release bindings now in use are improperly mounted or adjusted. Experienced skiers all over the world have continued to place confidence in release bindings, in spite of statistics—most of which were unreliable anyhow.

Last season a French manufacturer provided safety-binding advocates with some irrefutable propaganda. He offered 25,000 francs (about \$71) indemnity to any skier who broke a leg while using the Look binding. Of 1,180 skiers equipped with factory-mounted Look bindings, two sustained fractures: a racer in the French national championship downhill and a recreational skier at Val d'Isère. On the usual statistical basis of ten days of skiing per person per season, this amounts to roughly .17 fractures per 1,000 skiing days—compared to a European average of one fracture or the eastern U.S. figure of four fractures per 1,000 skiing days. The success of the Look experiment has prompted the Provo Ski Shop, Provo, Utah to offer a similar \$100 indemnity to any skier sustaining a fracture while using a shop-mounted Earl Miller binding.

Binding bugs

Many of the recent innovations and refinements in release-binding design we owe to amateur skiers who make bindings their hobby. Three such inventors are Earl Soesbe of Melrose Park, Ill., an engineer; Garfield Jones, art director of SKI; and Bill Hazelett, who owns and operates a watch repair and sales business in Burlington, Vt. Each inventor's binding is stamped with his personality and professional training. Soesbe's is complex, carefully engineered; Jones' is beautifully streamlined; Hazelett's release mechanism bears a striking resemblance to a watch escapement. The last-mentioned, the Stowe Safety, is the only one of the three now on the market. Its swivel footplate, arrested by a single-coil spring, allows a degree of sideways play but swings free under excessive strain. The Jones binding features an effective heel-release mechanism and easy adjustment for touring or downhill skiing; it is now being perfected by the Dartmouth Ski Company. Earl Soesbe, one of the country's outstanding release-binding theorists, insists that most



Stowe Safety, with swiveling footplate

toe-release units do not give enough mechanical advantage to the foot. In a later issue of SKI, an article will be devoted to these inventors, who have given unstintingly of their time and money in the interest of the sport.

On the opposite page begins the list of release bindings now on the market.

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TOE-RELEASE UNITS—The first modern release binding was developed during World War II by Hjalmar Hvam of Portland, Ore. His Saf-Ski toe piece (\$4.95 pr.) remains popular today and has been greatly improved this season. The principle remains the same. A forked toggle bears against the toe of the boot at two points, pushing it down. To release the boot laterally or vertically, the cable must be stretched one-third inch. Sole protectors for use with this binding cost \$1.00 per pair. The Ski-Free (\$5.00 pr.), perhaps the most popular of all toe pieces, may be adjusted to swivel sideways under the desired amount of pressure and provides upward release as well. The familiar A & T Roller binding (toe pieces, \$3.50 pr.) affords lateral release on the roller-bearing principle. The Goodman Meteor (toe units, \$3.45 pr.; boot fittings, \$.45 pr.) is a simple ball-and-socket affair, much refined in the highly regarded Rocket, which this season has been renamed the Skimatic (toe units, \$5.50 pr.) and provided with a swivel mount as well as ball-and-socket release. The Tyrolia Skimeister (\$3.35 pr.) has hinged flaps to hold the sides of the boot and to provide lateral release. The least expensive toe-release unit is the A & T S-15 (toe pieces, \$1.50 pr.). Simplicity in toe-release elements ends here. The Marker Simplex (complete binding, \$12.95) releases by means of cleverly engineered eccentric cams. Similar in conception is the French Skade, not yet sold in this country. The French Rami-Securus split toe iron will be sold by Anglo-Scandinavian Co. this season for use with either cable or longthong. The new P & M Reflex safety binding, to go on the American market this season, consists of a toe-stop levered to a revolving drum containing a brake as fully adjustable and finely engineered as the star drag on an expensive fishing reel.

TOE STOPS—While not designed primarily as safety bindings, toe stops do release the boot in a severe fall if the stress is great enough to overcome the friction that holds the boot in place. Whereas toe-release units may sometimes be adapted to use with longthongs, toe stops are practical only with a cable or heel-pressure clamp. The most familiar stop is the Jenneweine (\$2.85 pr.), a solid metal casting curved to fit the boot toe and grooved to guide the cable. Other types are the Attenhofer Flex rental stop, not sold in the United States; the hinged Dartmouth Safety (\$2.00 pr.); rubber stops for rental skis, such as the A & T Flex (toe pieces, \$2.95 pr.). Since stops require neither adjustment nor attachments on the boot, they are ideal for rental skis. A brand new idea in toe stops has come out of Austria this season. The Cortina Safety-Cushion stop, with two springs mounted in a streamlined housing, absorbs shock and in effect "cradles" the boot between cable and toe piece. It also provides a safety factor comparable to that of toe-release units, since a severe jerk will free the boot. Similar in appearance and construction is the new P & M Toe Stop. Both are faced with slip-proof rubber that grips the toe of the boot firmly under normal stress. The new Ess Willi Bohn Safety, also sold as the BB Safety, is similar in principle but quite different in execution.



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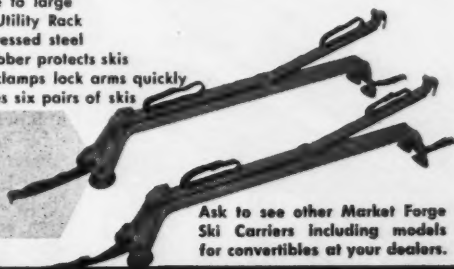
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CABLE RELEASES—Many toe pieces are designed to release the boot sideways and upward, but what about release in a forward fall? The first solution to this problem was the deadman strap—a short strap looped around the rear of the cable and attached to the ski, designed to pull the cable off the heel of the boot in a forward fall. This often worked, but sometimes didn't. Today, several devices are sold that afford positive release of cable tension in a forward fall. Two of these work on the split-cable principle. The Goodman Jet-Line (split cables and heel release, \$5.50 pr.) and Knauf Brak-A-Way (split cables and heel release, plus nylon safety lanyards, \$5.95 pr.) both screw into the adjusting nuts of any standard double-spring assembly. Excessive heel-lift, as in a forward fall, in each case causes the cable to split at the heel. The Tyrolia Safety Front Throw (\$5.95 pr.), on the other hand, may be used with any cable. Under severe stress, this front throw flies open and thus eliminates tension on the cable. The Eckel Comet Automatic (with cables, \$6.95 pr.) also releases under severe stress.

MULTI-UNIT RELEASE BINDINGS—

Among the best release bindings are the two most difficult to mount. The Cubco (complete binding, \$13.95) may be properly mounted by the amateur ski mechanic, provided that he takes great pains. The Earl Miller (complete binding, \$14.95) should be left to one of the few shops—in particular the Provo Ski Shop, Provo, Utah—that specialize in mounting it. Both bindings employ compression-spring heel and toe units, but the efficiency of these bindings depends largely upon exact fit between these units and special metal plates which are attached permanently to the boot. The two bindings employing compression levers at the front of the boot are the A & T Swivel-Lok (complete binding, \$13.95) and the U. S. Star (complete binding, \$12.50). Both toe units butt against special boot attachments and swivel under severe lateral stress. While the Star has a heel spring, the Swivel-Lok features adjustable ball-and-socket contact at the heel. The Stowe Safety Binding (without cable assembly, \$10.00 pr.) has a swivel footplate held in alignment with the ski by a heavy spring at the toe. Conventional toe irons, or a toe stop, are mounted on the footplate, and a conventional cable is used. Thus the release mechanism is independent of the boot. The spring allows some play in the swivel footplate; when lateral stress is excessive, the footplate swings free of the spring and the boot rides free of the binding. The Octo JSC (complete binding, \$12.50) incorporates toe stop, heel piece and front throw in a single rugged assembly. It is quickly adjustable to any size boot and therefore well suited to rental use.

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LONGTHONG RELEASE BINDINGS—

Several toe release units may be used with longthongs, and among these the U. S. Star (complete binding, \$12.50) comes in a longthong as well as a heel spring model. In this case the special thong bracket permits complete release of the boot from the ski. Available for the Marker toe unit is a turntable longthong bracket. The French Look binding, rarely seen here, consists of a longthong binding mounted on a swivel footplate. The French Ramy-Securus split toe iron has received serious consideration as a practical release unit for use with longthongs.

HEEL CLAMPS—The Mercier M-66

heel clamp may be used with almost any toe stop or toe release unit. Built something like a mousetrap, it is easy to step in and out of. The M-66 will give way under severe stress and release the boot. It is similar to the French R. B. Ruade clamp. The Dartmouth Ski Company is perfecting the Jones binding, which incorporates a swiveling heel clamp; the Anderson & Thompson Ski Company is reportedly working on a flat-spring heel release. This season in France, the Look binding has appeared in a new form, without thongs; a coil spring holds the boot toe, and a neat clamp the heel.

SOUTHERN ROCKY MOUNTAIN RACES

December 11, Classification Race, S C Zipfelberger, Berthoud P.
December 11, Olympic Benefit GS (All CI), Mountain S C, Glenwood Sp.
December 17-18, Xmas Intercol Meet, U of Denver, Aspen.
December 18, Classification Race, Continental S C, Climax.
January 8, J Meet, Pioneer S C, Genesee Mt.
January 14-15, Team Race (Jr), Aspen S C, Aspen.
January 15, J Meet, Lake Mt S C, Dillon.
January 22, SRMSA GS Ch (C), Glenwood Sp S C, Glenwood Sp.
January 22, J Meet (OABJr), U of Colorado, Chautauqua P.
January 28-29, Lions Club H S Meet, Steamboat Sp S C, Steamboat Sp.
January 28-29, Intercol Meet, Colo A & M-Wyo.
February 4-5, SRMSA D/S Ch (C), Pioneer S C, Arapahoe Bas.
February 4-5, George Mem Trophy (Jr), S C Zipfelberger, Winter Park.
February 11-12, SRMSA J/X-C/C Ch (Jr), Steamboat Sp S C, Steamboat Sp.
February 18-19, SRMSA D/S Ch (AB), Aspen S C, Aspen.
February 18-19, SRMSA D/S Ch (Jr), Matowakan S C, Winter Park.
February 19, Classific & Intramur Race, U of Colorado, Winter Park.
February 25-26, Women's Compet (All CI), Colorado Chris, Berthoud P.
February 25-26, Regional Intercol Ch, U of Denver, Winter Park.
February 26, J/X-C/C (Jr), Rocky Mt S C, Carbond-Aspen.
March 4, Dartmouth Cup Meet, Mile High Sch, Arapahoe Bas.
March 11, SRMSA GS Ch (OAB), Tyrol S C, Winter Park.
March 11, Blue Riv Relay X-C, A B-P S C, Dillon.
March 25, SRMSA GS Ch (Jr), Arap Bas S C, Arapahoe B.
March 27-29, Alpine Tourney, Arap Bas Inc, Arapahoe B.
April 1, Ski Runners Team Race, Colorado S R, Berthoud P.
April 8, GS (All CI), U of C R C, Hidden Val.
April 21, Matowakan Team Race, Matowakan S C, L P M D.
April 22, Zipfelberger Team Race, S C Zipfelberger, L P M D.
May 5, May Day S, Last Year's Win, Arapahoe B.
May 13, Masters Tourn GS, Taos W S C, Taos.
May 27, GS (Jr), Taos W S C, Taos.
June 3, Family Race, Rocky Mt S C, Independ P.

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CANADA:

North side T-bar

The big news from Mont Tremblant Lodge this season is the completion of a 2,700' x 675' Constam T-bar with 900-per-hour capacity on the north side of the mountain. This step completes the lift system envisioned by Joseph B. Ryan before his untimely death in 1950.

In 1947, when Ryan began the development on the north side of Mont Tremblant, it was his intention to build a chair lift and a T-bar to the summit. He completed the chair lift, and as a temporary measure installed two rope tows for the remainder of the ascent. The steep terrain served by these tows has become a favorite playground for better skiers.

With the ever-increasing popularity of Mont Tremblant under the direction of Mrs. Ryan, facilities have been overtaxed, particularly on the north side. The new lift will bring the total of Tremblant uphill facilities to two chair lifts, two T-bars and two rope tows (which will remain in operation during this season) serving forty miles of trails and slopes. A new trail running down the lift line, tentatively called the T-bar Trail, should in the opinion of SKI editors be named either after Mary Ryan or her very able superintendent Charlie Duncan, who have guided each phase of the new construction.

The top of Mont Tremblant has been



Charlie Duncan and Mary Ryan work on new north side T-bar at Mont Tremblant

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Chantecler expands

Leading the list of improvements at The Chantecler, Ste.-Adele-en-Haut, P.Q. is a 900' x 175' Pomalift B-20 installed by the British Ropeway Division of Vulcan, Ford-Smith Ltd. on a slope adjoining the luxurious hotel. Extensions to the main lodge and the nearby Chantecler Curling and Country Club are also being completed.

The sixty-foot, three-story hotel extension will include a glassed-in, heated swimming pool for year-round use. Locker, steam and massage rooms are included in this project. The second story is devoted to extension of one of the present dining rooms, and six large guest rooms occupy the third-floor space.

Extension of the Curling Club building provides twenty-eight additional guest rooms, plus an entrance lounge. A redecoration program throughout the main lodge is also underway.

Lac Beauport, North Hatley

Three other Pomalifts have been installed in Canada this year, making a total of three new Pomas in Quebec and one in Ontario. The new lift at Lac Beauport, P.Q., financed by the Laurentide Ski Tows Co., is a 2,750' x 700' T-100 type lift. Together with the existing T-bar and many rope tows, the new lift should provide plenty of skiing for guests at Chateau Frontenac and Manoir St. Castin. A 2,400' x 520' T-50 Pomalift is ready for operation at North Hatley, P.Q., scene of many Canadian competitions.

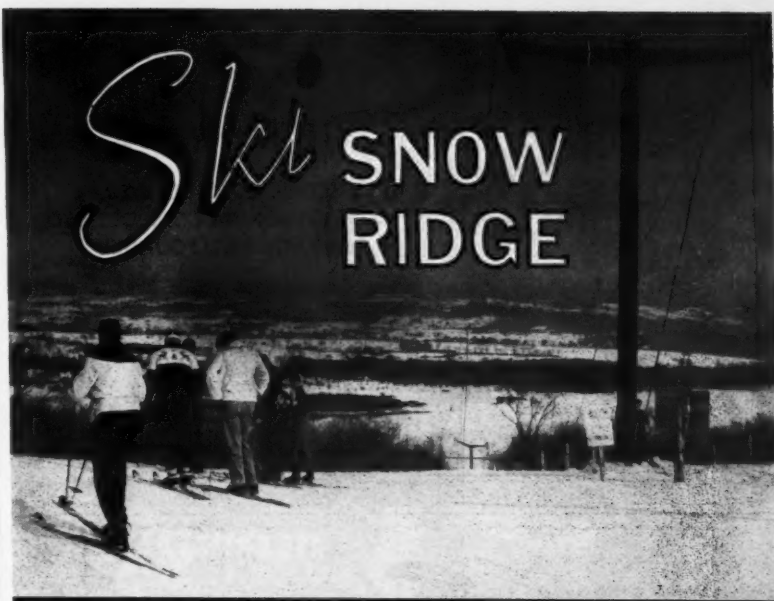
Blue Mountain Poma

At Collingwood, Ont., ninety-nine miles from Toronto, the Blue Mountain Resorts have put in a 2,600' x 640' T-100 Pomalift to serve a variety of trails cleared this summer. The area already boasts eight rope tows and a certified ski school and will play host to the Canadian senior alpine championships in February.

MAINE:

T-bar on Sugarloaf

At Sugarloaf Mountain near Kingfield, Me.—115 miles from Portland and only 222 miles from Boston, Mass.—the newly formed Sugarloaf Mountain Corporation has given great impetus to the budding Maine ski resort industry. Construction of a 3,850' x 900' Constam T-bar lift this summer has provided the state with its second mechanized ski area. Future plans, according to ski boot manufacturer and lift corporation president Robert N. "Bunny" Bass, include another T-bar to the top of



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RESORTS

Sugarloaf—at 4,327 feet, the second highest mountain in Maine—plus chair lifts, a variety of slopes and trails, and other facilities.

Development of Sugarloaf is being financed by an initial \$100,000 stock subscription not limited to Maine; the corporation has advertised ten-dollar shares available to the public. Capitalization of \$275,000 has been authorized. Facilities built during the past five years by the Sugarloaf Mountain Ski Club—including a good trail, practice slope, rope tow, parking area and a \$10,000 access road—have been taken over by the corporation. Several new runs are in various states of completion. A heated shelter with refreshment counter, ski shop and rest rooms will be ready in time for the holidays. Accommodations for 300 guests are available in Kingfield and Stratton.

Biggest lift

The Pleasant Mountain Ski Development Corporation of Bridgton, Me., headed by R. W. Erickson of Cape Elizabeth, has installed an all-steel Constam double chair lift, the largest new lift in the east this year. Powered by 100-hp. electric bottom drive, it rises 1,200 feet over sixteen towers spaced out over a distance of 4,250 feet.

The second lift in the new Maine ski area, the double chair reaches the summit of Pleasant Mountain, while the Constam T-bar built in 1953 ascends but half the hill. Both lifts radiate from the same shelter and cafeteria on Route 302, only thirty-five miles from Portland. The State of Maine, last in New England to develop ski facilities, now has a total of three lifts: two on Pleasant Mountain and one on Sugarloaf.

NEW YORK:

Placid mechanizes

Two new Pomalifts have been installed in the Lake Placid region of the Adirondacks this year. The rash of Pomas was encouraged by the successful operation last season of one of these lifts at Old MacDonald's Farm near Lake Placid. Both new lifts are of the short B-20 Rapid variety designed to replace rope tows. The cost of each was approximately \$15,000, installed.

The first of these lifts was put in by the town of North Elba, which operates the old-time favorite Scotts Cobble Ski Center on Route 86-A near Placid. Money for the 1,355' x 302' lift was raised by real estate taxation, and an additional \$1,500 was spent on trail improvements. The other Pomalift was erected at Fawn Ridge Ski Center, which began operation as a rope-tow area in 1933. The 1,100' x 150' lift will perfect this small area already equipped with a good rope tow, ski school, ski repair and rental shop, large warming hut, rest rooms and restaurant.

At Warrensburg, N.Y., near Schenectady, a group of recreational skiers acting as Ski Hickory Hill, Inc. have installed a 2,100-foot Pomalift for the use of stockholders who have purchased at least one

continued on page 78

\$100 share and who pay in addition a \$10.00 seasonal fee. The project is designed to furnish low-cost family skiing on a country-club plan. A limited number of daily lift tickets will be sold to outsiders for additional revenue. The area already has a club house, USEASA certified instructor and ski patrol.

T-bar at Turin

A new T-bar lift heads the list of improvements for the coming season at Snow Ridge, near Turin, N.Y., in northern New York's record snowfall area. The 2,000-foot uphill device is guaranteed to have a capacity of 1,000 skiers an hour. It will afford a 500-foot vertical descent on Snow Ridge's North and South slopes. Designed by Victor Hall of Syracuse, it will supplement the Pomalift of similar length in use for two seasons on the resort's No. 1 slope.

The T-bar lift begins just outside the base of the chalet and runs to a point south of the upper terminal of the former No. 4 rope tow. The creek at the base of the hill has been bridged in three places, to carry skiers up and to provide a return to the lift from both open slopes. The housing for the lift's electric motor has been built in rustic Swiss style.

At the top of the hill, hundreds of trees have been cut and the slopes graded and seeded. A longer run on the South Slope becomes available and skiing on less than six inches of snow is promised. The North Slope, deemed an advanced intermediate to expert run, has been left virtually unaltered, except for the elimination of a large bump with a dangerous transition at the bottom of the hill.

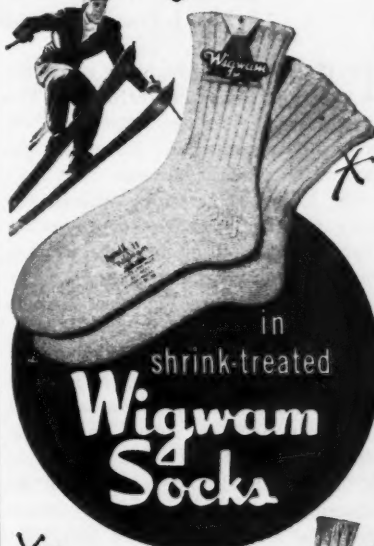
In the No. 1 slope area, served by the Pomalift, the warming hut at the top has been shifted to the north side of the upper terminal. Elementary toilet facilities have been added there. To the south of the Poma, a rope tow has been added on a gentle slope for beginners, so that families may ski in the same area. At the separate novice area to the north, the No. 7 rope tow has been extended and the hill has been graded and seeded. All six of the resort's rope-tow motors have been overhauled and shifted around for maximum efficiency. The rope tow on the South Slope has been electrified.

The base chalet will provide expanded rest room facilities this year. The restaurant, ski shop, first aid room and offices are maintained in the building. A separate structure with picture window accommodates spectators, provides waxing space and houses the equipment rental and repair shop.

New Highmount lift

Another 2,000' x 500' Victor Hall T-bar of virtually identical design has been installed at the Highmount Ski Center near Pine Hill, N.Y., one of the more developed regions of New York State. Nearby Belleayre is equipped with a chair lift and T-bar and has added a rope tow on its novice area for this season. Considerable money has been spent in grading and smoothing the Belleayre slopes this summer, operator Arthur G. Draper reports.

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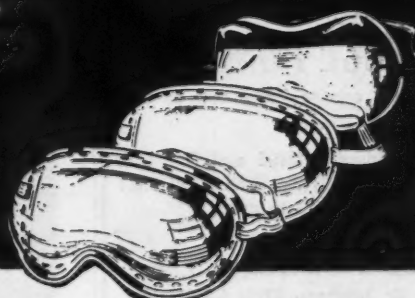
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Battle of the ski schools

by JOHN LIDSTONE & SHIRLEY LALONDE

IN Philadelphia everybody reads the *Bulletin*." But where do they ski? The west coast offers a new twist: "In Vancouver everybody skis." But which paper do they read? Strange as it may seem, skiing and reading newspapers have an affinity in Vancouver unlike that found in any of the larger centers on this continent.

First of the three Vancouver papers to offer the skiing section of their reading public something more than snappy sports reports was the *Sun*. Deciding to put its readers on skis, the *Sun* launched its now famous ski school on Grouse Mountain in 1948. It offers the best in ski instruction absolutely free with no subscription strings attached. Since then, the school has almost outgrown the facilities on the mountain. This year there are 4,000 students registered for the eight-week course.

Every Saturday morning commencing at 10 o'clock, the slopes of Grouse are crowded with loyal *Sun* skiers in various stages of proficiency. As bait for improvement the paper is offering all-expense trips to Sun Valley to the boy and girl skiers showing the most progress.

The public-relations-minded *Province* newspaper, whose offices are lo-

cated across the street from the *Sun* building, chose the mountain beside its rival to compete for skiing readers. Its three-year-old project on Hollyburn Ridge has not yet reached the proportions of the *Sun's* school, but still the *Province* has managed to capture almost 2,000 members for its Saturday morning classes for beginning, intermediate and advanced skiers.

Vancouver's morning paper, the *Herald*, has taken advantage of the success of the other two schools by supporting one of its own for the first time last season.

Although the last to accept the fact that newspaper publishing and ski schools are mated enterprises in Vancouver, there is a good chance that the *Herald's* school may be way ahead before many ski seasons pass. Location alone gives this venture an edge because busloads of ski students can be taken to the Mount Seymour school site, while the other schools must depend on chair lifts to deliver pupils.

There are three mountains and three newspapers available to Vancouver skiers, and it's our guess that Grouse Mountain skiers read the *Sun*, Hollyburn Ridge skiers favor the *Province*, and Seymour skiers are pro-*Herald*.

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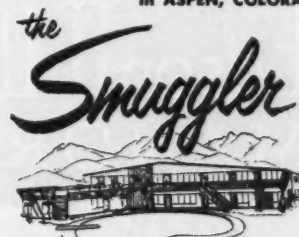
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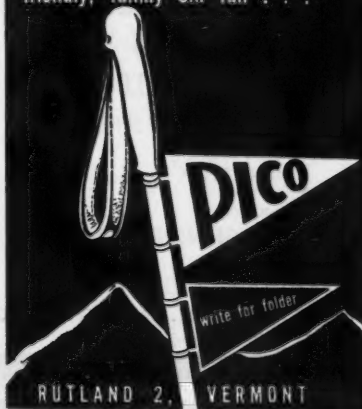
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THE CHANTECLER
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SWITZERLAND

AROSA

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Ste Marguerite
for
CHALET
COCHAND
and
ALPINE INN
fun for all
ski schools
ski weeks
rope tows
t-bar
See Laurentian page
& where-to-stay "

RESORTS continued from page 69

No decision

The proposed \$3 million ski area near Old Forge, N.Y. is still under consideration by the state government and its operating company, the Whiteface Mountain Authority. No plans or decisions have been published. Yet Governor Averell Harriman has repeatedly advocated the construction of additional ski facilities in New York State and in particular the cutting of a championship downhill course that would enhance New York's prestige vis-à-vis New England.

New jumping hill

Some eight years ago Harold B. Ring of Phoenicia, N.Y. was frustrated in his plans to construct a big jumping hill there by the New York Central Railroad, which blocked access to Ring's proposed parking area. Through the efforts of Governor Averell Harriman, the obstruction was removed this summer, and Ring is going ahead with plans for the hill.

PENNSYLVANIA:

Southernmost lift

The only first-class ski area in Pennsylvania and the southernmost in the eastern United States is Laurel Mountain Slopes at Ligonier, fifty-five miles east of Pittsburgh on the Lincoln Highway. Its thirteen slopes and trails, five modern rope tows, rental facilities and USEASA certified ski school directed by Doc DesRoches have proved a godsend to Ohio, Baltimore and Washington, D.C. skiers, particularly since the recent extension of the Pennsylvania Turnpike. The area enjoys surprisingly reliable snow conditions. Last season it attracted 12,800 skiers during sixty-six days of operation.

This summer operator Bill Boardman has put in a new 2030' x 690' Constam lift and trail improvements at a total cost of approximately \$60,000. Of unusual design, the lift has sixty-six T-bars and four chairs allowing a maximum capacity of 750 per hour. The 100 hp. motor and heavy construction permit the addition of either T-bars or chairs for a potential capacity of 1,000 per hour. The lift is located so as to serve all slopes and trails, including expert terrain. A \$30,000 addition to Laurel House

SKIING VS. SITTING

Reductive logic: Skiing is a good way to burn up energy and thus to reduce, according to Jean Mayer's recent article in *The Atlantic Monthly*, entitled, "Exercise Does Keep the Weight Down." The average skier, says Mayer, expends up to 950 more calories per hour while skiing than while sitting—compared to a maximum of 685 for the average swimmer while swimming, 585 for the cyclist, 685 for the skater, and so on. Dr. Mayer does not, however, make allowance for the fact that so many skiers, while skiing, spend so much of their time sitting down.

nouveau-T

New T-Bar to the North Side mountaintop makes Mont Tremblant ski-perfect, provides a whole mountainful of thrilling downhill runs served by 6 lifts.

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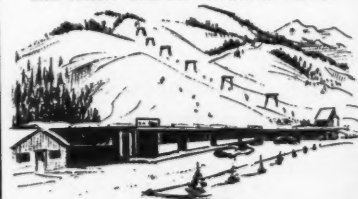
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One-day motor coach trips from
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the rest!

DANMARKSHAVN TRAVEL
Woodstock

will provide a new cafeteria, increased space for the ski and rental shop and a second two-sided fireplace. Ample lodging is available in nearby Ligonier, Jenners-town and Somerset.

NEW HAMPSHIRE:

Taming the Wildcat

A group of New Hampshire skiers is attempting to promote construction of a modern ski area on Wildcat Mountain in the White Mountain National Forest. The proposed chair lift would be the first built for skiers on federal land in the east—in contrast to the west, where the majority of ski developments are located in national forests and are under the jurisdiction of the U.S. Forest Service.

Interested skiers include George Macomber, Brooks Dodge, Malcolm McLane, William P. Beale, Edward K. Hampshire and Robert S. Monahan. White Mountain State Forest supervisor Gerald S. Wheeler has asked other interested groups—such as the Appalachian Mountain Club, Society for the Protection of New Hampshire Forests and Governor Lane Dwinell's Mt. Washington Advisory Committee—to speak up or forever hold their peace. Wheeler's decision on whether or not to grant an operating permit is due the first of this month. It would then be up to New Hampshire skiers to raise the necessary money and otherwise to qualify for the Forest Service permit.

The proposed lift would service the famed Wildcat racing trail and other expert terrain comparable to the most challenging runs at Stowe and Franconia. Pinkham Notch, the lift site, has more reliable snow conditions than any existing ski area in the east.

Sunapee grooming

Of the \$31,000 it earned for the State of New Hampshire last season, some \$5,000 has been allocated to Mt. Sunapee State Park this summer for trail improvements.

Half of this amount was used to widen and smooth out Chipmunk Trail, a novice run served by the park's chair lift. The work is expected to distribute skiers returning to the base station from the mountain-top T-bar area and afford skiing on that trail with much less snow than was possible in previous seasons.

Park staff members also have planted a heavy crop of grass on South Slope, an intermediate run with a 700-foot vertical drop, to improve its ability to hold snow. The 3,000-foot-long trail, first opened last season, is one of three in the T-bar area which held snow last year when some

Answers to SKI Quiz on page 86:

1. SKIt; 2. SKIrmish; 3. SKIf; 4. SKIa-graph; 5. SKId; 6. SKIlet; 7. SKIll;
8. SKIpper; 9. SKIrt; 10. SKImpy;
11. SKIjoring; 12. SKIn; 13. SKInflint;
14. SKIp; 15. SKIjack; 16. SKIret;
17. SKInny; 18. SKIttish; 19. SKInk;
20. SKIttles.

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Write D.L. Cole, Manager.

La Jonda



RESORTS

trails at lower elevations were not skiable. Sunapee will be host for the first time to the Eastern Junior Downhill, Slalom and Alpine Combined Championships, sponsored by the newly-formed Mt. Sunapee Area Ski Club, on February 18-19. Arrangements are being made to install an automatic telephone-answering service for snow reports.

Profits plowed back

At Cannon Mountain, N.H., a chunk of the whopping \$70,000 profit realized during the past 135-consecutive-day record ski season has been plowed back into trail improvement and construction of two new buildings. About \$22,000 has been spent by the New Hampshire Recreation Division, which operates Cannon Mountain, mostly to perfect facilities in the \$305,000 Roland Peabody Slopes development constructed in 1953 and 1954.

Cannon is making preparations for the second consecutive year to stage a ski meet of national importance—the National Junior Downhill, Slalom and Alpine Combined and Junior Cross-Country, Jumping and Nordic Combined on March 2, 3, 4, 1956. The Franconia Ski Club, which made the bid for the event, is constructing a forty-meter jump near the Valley Station of the aerial passenger tramway with its own funds and money contributed by the state.

About \$12,000 of the Recreation Division's operating funds have been used for improvements to the trail system—accomplished since summer by the mountain's guides—and for a structure to house the T-bar's drive machinery. The additional \$10,000 was recently authorized for construction of a wing on the base building in the Peabody area. A wood and glass addition is being made to the prefabricated building erected two years ago. It will accommodate Cannon's first ski shop



Roland Peabody Slopes at Franconia

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Beautiful Rooms

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3 double chair lifts

6 rope tows

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RESORTS

(rentals, repairs and accessories), which will be a concession operated by a private concern. The structure will include a main lounge with a fieldstone fireplace and observation windows fronting on the slopes. Its Alpine-type shed roof will blend with a similar one over the already completed T-bar machinery building. The latter has been painted bright red for the benefit of photographers.

Loading on to the lower T-bar is expected to be much smoother due to the construction of a soil ramp from the end of Lower Ravine Trail. Skiers leaving trails to the right of the lift now will be channeled directly into loading position. The ticket booth has been relocated to avoid confusion.

If funds are available, a plan is being considered to by-pass a section of Middle Cannon Trail which has often been closed due to its roughness, and to build an entirely new trail linking with Lower Cannon. The top half of Redball Trail, fifth in the Peabody Slopes development, has been cut and graded and is now sporting a lush crop of winter rye, making its entire length skiable for the first time this winter.

Other improvements include construction of a 150-foot-wide slope between Lower Ravine and Turnpike trails for the exclusive use of the ski school; widening of Lower Cannon Trail at the top of the lower T-bar to speed skiers to Turnpike and Redball; and the widening of the second intersection of Ravine and Cannon trails (known as "Gremlin") to help skiers reach Lower Ravine and Turnpike when they leave the lift before its terminus. Easy Way and Tram Way trails have been graded and seeded (from where they pass under the tramway to where they intersect with Upper Cannon) to improve spring skiing at higher elevations.

Dartmouth ski area

Following the example of Vermont's Middlebury College, which constructed the Middlebury Ski Bowl last year, Dartmouth will have its own modern ski area next season on Holts Ledge near Lyme Center, N.H. To cost \$100,000, the development will include a 3,230' x 935'

NORTHERN ROCKY MOUNTAIN RACES

The following list of NRMSA races is appended to the schedule of competitions presented on page 44:

January 14-15, Elkhorn Inv D/S, Dillon S.C., Elkhorn S. A.

January 28-29, Belmont Inv D/S, Belmont S. C., Belmont.

February 11-12, NRMSA X-C/J Ch, Dillon S. C., Elkhorn S. A.

February 16-19, Mont Interschol 4-Event, Gallatin S. C., Bridger Bowl.

February 25-26, Fellowship Meet, Ennis S. C., Jack Creek R.

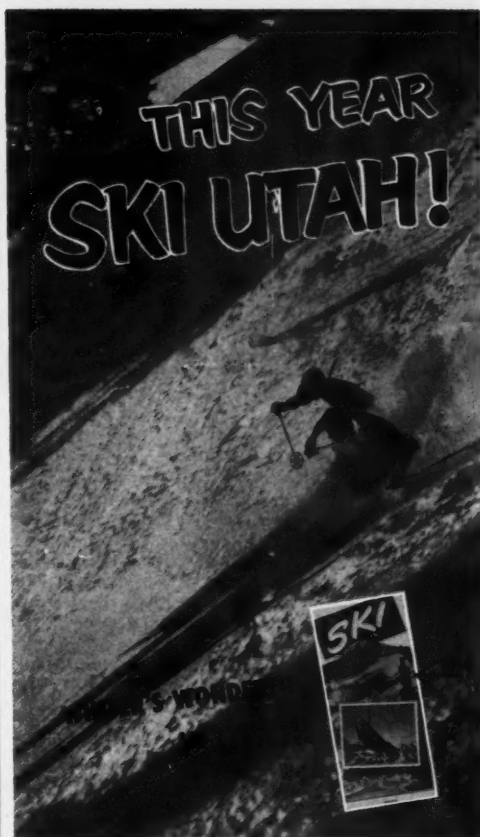
March 17-18, Smith Mem D/S Team Meet, Whitefish L. S. C., Big Mt.

March 24-25, NRMSA D/S Ch, Big Hole S. C., Hairpin Hill.

March 31, Lost Trail Inv GS, Lost Trail S. C., L. T. Pass.

April 14-15, NRMSA GS Ch, Wind River S. C., Togwotee Pass.

June 24, High Road Summer S, Silver Run S. C., Gardner Headwall.



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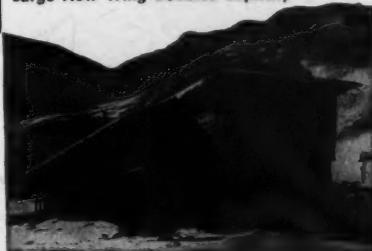
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Address.....

RESORTS

Pomalift, three or four trails ranging from novice to expert in difficulty, one-half mile of gravel access road, a paved parking area, shelters and other facilities.

Located thirteen miles from the college, the area will provide recreational opportunity for students as well as sorely needed practice terrain for the crack Dartmouth Ski Team. The college will continue operation of the existing Oak Hill J-bar lift in the Hanover vicinity when snow conditions permit. Ski coach Walter Prager plans to hold the Dartmouth Winter Carnival downhill this season on the Holts Ledge racing trail, which has just been cleared.

J-bar at Lebanon

At Lebanon, N.H., work on a new 1,500' x 700' J-bar lift and 150-acre ski area is progressing feverishly and should be completed before heavy snows inhibit construction. Launched by Ernest Dion, senior member of the skiing Dion family of Lebanon and class A jumper, the area was laid out with the assistance of coaches Ira Townsend of Kimball Union Academy and C. Allison Merrill of Lebanon High School and the U.S. Olympic cross-country and classic combined teams. It features a precipitous slalom hill and a novice trail over a mile long.

Cranmore development

For many years at North Conway, N.H., adventurous skiers who did not mind the langlauf to the base station of the Skimobile have skied the back side of Cranmore Mountain. The descent began with a steep slope, fairly open, and gradually eased into a gentle tree-slalom in the sheltered bowl that holds deep snow even when the face of Cranmore has been worn to a frazzle. In the spring of 1939 a SKI editor witnessed the late Hannes Schneider himself, founder of the Arlberg technique, swing down this run in heavy powder—



Herbert Schneider, new ski school head

ski...arapahoe basin

on top of the Rockies. Fluffy powder snow . . . endless open slopes . . . groomed trails . . . exciting runs ranging from near-flat to almost perpendicular . . . CHAIR LIFTS . . . POMALIFT: this all means wonderful skiing for everyone! And improve your powder snow technique at the famous Willy Schaeffler Ski School. Free brochure and ski film available.

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Arapahoe basin

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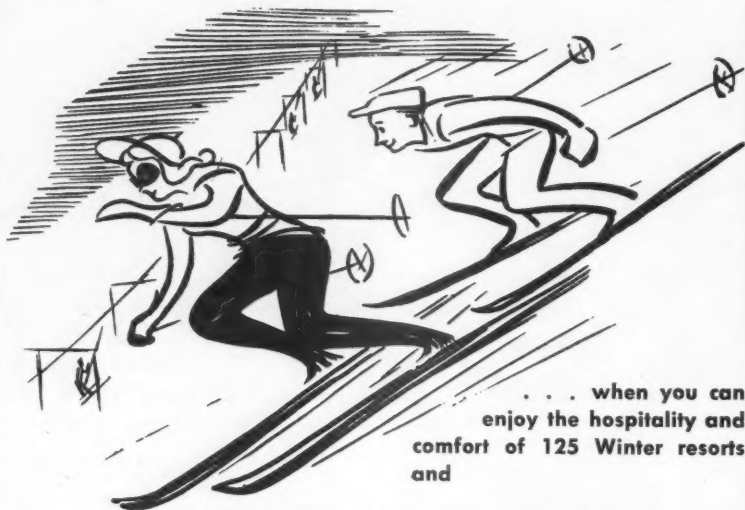
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RESORTS

with telemark turns, believe it or not!

Before his death last spring Hannes, to-
gether with his son Herbert who now heads
the ski school at North Conway, laid out
two new runs on the back side of Cranmore
—a large open slope and an intermediate
trail. Over the summer these runs have
been completely cleared of trees, stumps
and rocks, and have been bulldozed, raked
and seeded to golf-course standards.

To service the new ski area, a 2300' x
600' double chair lift with 800-per-hour
capacity has been constructed under the
direction of general manager Phil Robert-
son by the Robins & White Construction
Co. of Portland, Me. Operating quietly
under electric power, the lift incorporates
an unusual number and variety of safety
features. It represents the first major in-
crease in North Conway's overall lift ca-
pacity since before World War II. Future
plans call for another lift on the far side
of the bowl to an elevation considerably
higher than the summit of Cranmore.

In addition to the new project, other
phases of the operation have been im-
proved. The rope tows on the South Slope
of the face of Cranmore have been re-
placed with a 1,800' x 350' B-20 Rapid
Pomalift which will considerably shorten
waiting lines at the popular Eastern Slope
area.

Intervale, Jackson

At Intervale, N.H., also in the Eastern
Slope region, operator Dick Stimpson is
also putting in a B-20 Pomalift to supple-
ment his complement of rope tows. At
Black Mountain Ski Area in Jackson, op-
erator Bill Whitney, who hung chairs on his
3,500-foot lift this summer, will swap the
chairs for T-bars to provide maximum
capacity for skiers who annually throng the
area. Thorn Mountain Ski Area, also in
Jackson, has readied its 4,000-foot chair
lift and two rope tows for the season.

Belknap, Mittersill

Elsewhere in New Hampshire, slopes
and trails built last year at Belknap
Mountain Recreation Area at Gilford have
been considerably worked over. Mittersill's
2,000-foot T-bar at Franconia is ready to
go, as are facilities at Waterville Valley.

VERMONT:

Longest Poma

A brand-new ski area in Vermont is
Okemo Mountain, near Ludlow. There
two Pomalifts in tandem—1,700' x 250'
and 6,207' x 1,654', carrying 800 and 450
skiers per hour respectively—extend from
the new state parking area to the summit.
The upper lift is the longest Pomalift in
the United States and the second longest
in the world.

The cost of these lifts, new trails and
related facilities totals nearly \$100,000.
Nearly all of this money was raised within
a radius of twenty-five miles of Ludlow,
and local businessmen constitute the board
of directors of Okemo Mountain, Inc. War-
ren Warner, former state forester, game
warden and construction foreman on the



Rudolf Rominger, former world ski champion



Badrutt's

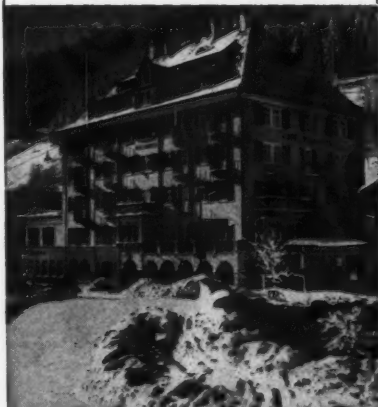
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RESORTS

Mt. Mansfield Co. Spruce Peak development at Stowe, has been appointed general manager of the new area.

The lower lift serves open slopes, the upper lift two trails of intermediate to expert difficulty. In addition a road built to the top of the mountain by the State of Vermont a few years ago serves as a novice trail. A temporary warming house and refreshment center will be replaced with a permanent structure next year. Ski instruction will be available this season.

News from Stowe

At Stowe, Vt. the Mt. Mansfield Co. has been busy improving terrain. On the Spruce Peak area, both loops of Main Street have been smoothly graded. At the old chair lift area, the State Ski Lodge is being enlarged to accommodate a restaurant upstairs and ski repair facilities in the basement.

Nightclub

Parker Perry, having vastly enlarged his Green Mountain Inn, is now engaged in converting the barnlike Stowe-Waterbury Railroad terminal building into a nightclub. Neglected since the trolley cars stopped running in the thirties, the old building will be furnished with antique railroad appurtenances. The Depot, as the club will be called, will feature nightly entertainment and floor shows on big week-ends.

300 more beds

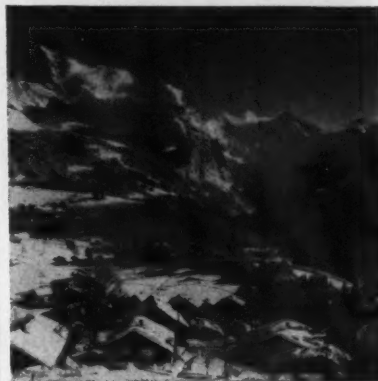
Leading the list of new lodges at Stowe is Nick Mara's Alpine Motor Lodge, which combines the convenience and comfort of motel units with food service and the traditional intimacy of ski lodge accommodations. Several new lodges and expansion programs have brought about an overall increase of 300 beds in the Stowe-Mansfield area.

ROMANCE

The editors of SKI, who are always looking for useful information to pass on to readers, take pleasure in offering the following short homily on the impermanence of ski romances, quoted directly from an Austrian State Tourist Department folder:

"Snow knows no sentimentality. Its freshness, its somewhat rough nature, which is antagonistic to all doubtful feelings, has its effect too on the relations of man to woman, lending them a capricious open-heartedness. Comradeship in sport—that is the binding link here; and whatever else may weave itself between them is of necessity impermanent and fleeting, wearing the face of a mere flirtation, disguised as propriety, wooing only by secret glances. It is no draught of the wine of love, this—only a sip from the cocktail of an inspired moment—only a sudden delight in the other's charm that may not last."

SWITZERLAND



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RESORTS



Owner Fred Pabst and general manager Ray Randall supervise construction

Bromley expands facilities

Big Bromley near Manchester, Vt. has installed a 2,190' x 400' T-50 Pomalift in preparation for the coming season at a total cost of approximately \$30,000. Other improvements and new construction have been completed at an additional cost of over \$100,000.

Rated at 900-per-hour capacity, the new lift replaces two rope tows on the East Meadow novice slope and in conjunction with the Snow Bowl lift provides a new route all the way up the mountain. It brings the total of Bromley lifts to six and the total capacity to 5,400 skiers per hour. In addition, the cable of the Snow Bowl lift has been replaced and the wheels rubber-cushioned, and wood stations and towers on other lifts have been replaced

with concrete bases and steel towers.

A new 62' x 91' addition to the Wild Boar will vastly enlarge cafeteria, rest-room, ski shop, rental, repair and checking facilities, as well as provide extra space for Bromley's machine shop and storage, repair and maintenance areas. The new cafeteria seats twice as many skiers. Two service counters, each forty feet long, are equipped with new grills, steam tables and drink dispensers. The new kitchen is provided with the most modern restaurant equipment, while the old Chantecleer kitchen has been converted into a larger nursery, and the original restaurant rooms in the Chantecleer have been converted into expanded quarters for the ski school.

The roof of the new addition has been

SKI QUIZ

Following are twenty clues, each pertaining to a word beginning with SKI. To find your SKI rating, just fill in the missing letters and compare your answers with the list on page 79. Score yourself as follows: 15-20, excellent; 10-14, good; 1-9, not so good.

- | | |
|-----------------------------|----------|
| 1. Brief burlesque | SKI— |
| 2. Slight battle | SKI----- |
| 3. Light rowboat | SKI-- |
| 4. Shadowlike image | SKI----- |
| 5. To slip sideways | SKI— |
| 6. Frying pan | SKI----- |
| 7. Acquired ability | SKI-- |
| 8. Master of a vessel | SKI----- |
| 9. Article of clothing | SKI-- |
| 10. Scanty (Colloquial) | SKI--- |
| 11. Winter sport | SKI----- |
| 12. Integument of an animal | SKI— |
| 13. Miser | SKI----- |
| 14. Light leap | SKI— |
| 15. A kind of fish | SKI----- |
| 16. Asiatic herb | SKI----- |
| 17. Emaciated | SKI--- |
| 18. Capricious | SKI----- |
| 19. Type of lizard | SKI-- |
| 20. English game | SKI----- |

—FAYE C. WALKER

made into a sun deck with plexiglass wind-shield, food service via a special elevator and a fine view of the slopes. Sig Buchmayr's ski shop will be five times its former size. Space for other facilities has been doubled, and increased parking space will be available this season. For its size, Bromley can boast the highest capacity in every respect of any ski area in the country. As the last word in safety devices, Bromley will install—the FCC permitting—a radio station and four portable radios to handle rescue work.

Mt. Snow lift

At Mt. Snow, near West Dover, Vt. publicity man Bob (believe it or not) Snowman is anxious to get out the news of improvements. Entrepreneur Walt Schoenknecht has put up another of his monorail double chair lifts, making a total of three. The 3,800' x 1,000' lift completes the lift line to the top of Mt. Snow and provides skiing on four trails, each over two miles long, which have also been extended to the summit.

To cut down noise, the new lift has been equipped with a cable drive instead of a link belt. The chairs on all Mt. Snow lifts have been provided with canopies to protect passengers from dripping water and grease.

In addition, a steep 2,000-foot slope has been cleared and finishing touches have been put on Snow Lodge. When finished, this building at the foot of the area will feature a heated swimming pool and glass-walled sun decks. A summit lodge, similar in design, will probably be built next summer, and Schoenknecht is looking forward eagerly to development of expert terrain on the north side of the big mountain. The Mt. Snow five-year plan calls for a total of ten chair lifts.

New Hogback area

Two other new Pomalifts bring this year's Vermont total to five. At Hogback, near Brattleboro, Vt. the 1,700' x 300' Poma will serve a new 200-foot-wide open slope and a new, wide trail. The Pomalift area is entirely separate from the original Hogback development, which is equipped with a Roebling T-bar and two rope tows. The new area represents an investment of approximately \$40,000.

Poma at Lyndonville

Burke Mountain, near Lyndonville, Vt. is expected to have its new 5,500' x 1,500' Pomalift completed in time for this season. The big lift would service existing trails, including the Bear Den class A racing trail.

Access road

Elsewhere in Vermont, the access road to Mad River Glen near Waitsfield has been entirely surfaced with macadam, putting an end to the mud problem. Dutch Hill, near Heartwellville, has completed an extensive trail-widening and slope-grading project.

SKI, DECEMBER, 1955

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nual Three Country Alpine Ski
Tour

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Junior for children \$ 15.95
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Rieker
Junior



Rieker
Fib

FIS \$ 29.50 Double construction with full length inner boot. Foam rubber padding. Snug fitting narrow heel. Reinforced steel hooks. Sole protectors.



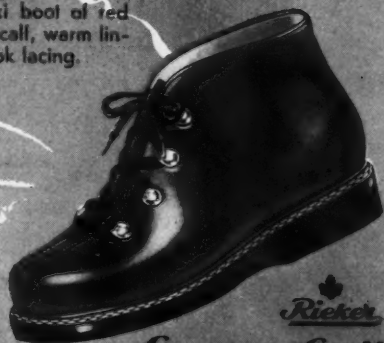
Rieker
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Rieker
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The basic points such as combined tanned leather - reversed well seam, double stitched - heavy soles - non-slip-rubber outer sole - are the same on all Rieker Ski Boots. The models are available in full and half sizes from 4-9 for ladies, from 7-13 for men.

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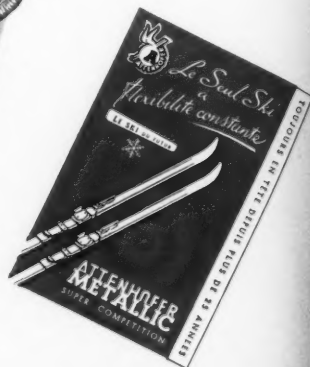
"Absolutely tops in slalom on hard frozen base, as well as in powder. I love to ski fast with METALLICS because of their amazing steadiness over bumps and into hollows. *Even in a smooth, fast schuss the ski shows no tendency to wander—making it one of the most versatile skis I've ever used.*"
—R. K., DIRECTOR, SNOW RIDGE SKI SCHOOL.

"I am highly enthusiastic about my METALLICS. I really gave them a workout at Stowe; skied on ice, powder and breakable crust; ran the slalom on Little Spruce 6 times to see how they would hold on hard snow; schussed half of Big Spruce to see how they would track. *This is the best pair of skis I've ever owned.* . . They track at high speeds like any good wood ski. . . We boomed down the lift-line in breakable crust—the METALLICS knifed through the stuff like butter—it was no different than skiing in heavy powder."—AMATEUR RACER, HANOVER, N. H.

"An excellent Alpine ski—perfect on the hard piste *and* in deep, lustrous powder snow. I hold that your 'flexible binding mount' is the ne-plus-ultra of the super-ski of the future." (Wow!—Ed.)—V.V.K., CANADIAN ROCKIES GUIDE-INSTRUCTOR.

"The METALLIC isn't simply an advance—it's *revolutionary*! Never thought I'd *enjoy* skiing on frozen granular, but with METALLICS it seems almost like packed powder. Mary's pair give her so much confidence that she really skis fast for the first time. Their remarkable flexibility and holding ability is especially helpful to a woman."—J. F., N.Y.C.

"One of the best skis I've ever used. Either on ice, hard snow, powder, corn or rolled breakable crust, they work equally well. They're the easiest to ski on of any I know"—*perfect for teaching.*—A. C., INSTRUCTOR, NO. CONWAY, N. H.



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